(ISSN 0163-7266)

JULY 1984 $1.75

RAILFAN & RAILROAD

JIM BOYD

GARY L. POWELL

The last Baldwin on the Delta

The IOWA RAILROAD

Chessie's FM-powered tugs

KODACHROME JOHN SISTRUNK

THE CENTENNIALS have returned! In February 1984 the Union Pacific began returning its stored DDA40X fleet to service. At 4:00 p.m. on March 10, 1984, the 6912 was leading a westbound Van hotshot over Cajon Summit outside Los Angeles. For more on the DDA40Xs, see pages 28 and 40.

Railnews

KODACHROME RODNEY MILLER

THE LOUISIANA LIFESAVER LIMITED operated in February over the MP from Addis to New Orleans, La., and return with a consist of UP, SP and MP cars behind a colorful mix of power: MP GP38-2 2322, ICG GP11 8743, KCS (ex-CR) GP40 766 and SP SDP45 3209. The train is seen here at the west end of the Huey P. Long Bridge on February 7 with Governor Dave Treen and Governor-elect Edwin Edwards on board for Operation Lifesaver.

THE MARYLAND MIDLAND expanded its operations in December 1983 by acquiring 36 miles of the former-Western Maryland "Main Line" between Westminster and Highfield, Md. To power the new line they purchased from GE four ex-BN SD24s, and on March 2, 1984, the 6250 and 6252 were rolling a freight through Sabillasville. See page 28.

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From the Publisher's desk: Computer photo filing

I started to catalog my railroad negatives many years ago but got bogged down somewhere along the line because doing it properly became a tedious chore. I did have each negative stashed in an individual envelope, cataloged by negative number. The whole system fell by the wayside when I started shooting slides, since I initially filed the slides by railroad and could pretty well retrieve anything without time wasting when needed.

In December I started to redo the entire system, starting with the black and white negatives which I had separated years ago into railroads and traction: my R and T series. Rather than go into a real computer system (such as Profile Plus, which would give me the added advantages of sorting negatives by Railroad, Engine Number, Class, Manufacturer, Date Made, Date Photographed or Location) I opted for a simpler word processing system that just listed each negative by my tried and true Negative Number system, which gives me all the above information on each negative but won't allow me to do the sort. Maybe some day I'll get around to fancier programming which Preston Cook tells me he is going to do. Meanwhile I've almost completely redone my cataloging, and updates and corrections are done speedily.

Trolleys are done pretty much the same way but I usually add route names or numbers, paint schemes and type of car, such as double or single truck, arch, deck or railroad roof, single or double pole, etc. Each listing is limited to one line. Standardized abbreviations on either list let me pack in a lot more data.

A byproduct of the cataloging was the automatic resorting of the negative file itself, putting long pulled negatives back where they belonged and sometimes finding missing negatives. It became obvious that a few negatives on duPont Isopan film had self destructed and I'm hoping that these had been printed so they can be copied.

Using a word processing system speeds up the entry of negatives through use of user keys that store repetitive information common to a number of negatives: i.e., city and state where filmed, date and film size, automatic drop to the next line and entry of one or two negative number digits. A limited number of railroad names or initials can also be stored.

Word processing software systems are available for most home computers, as are the software packages for systems with sorting capability.

Slide cataloging would be done much the same way, with each slide getting its own special number. Since slides are more likely to be juggled around or put in trays for easy showing, they may quickly be removed from the sequence in which they were shot so you might want to include a column indicating in what box, file or tray the slide has been placed. The computer makes it easy to change that information as needed.

Some special catalog numbering consideration might want to be given 35mm negatives left in strip form, or slides kept in 80 or 140 capacity trays. Keep in mind that all systems should be compatable so that possible future sorting and hard copies printed by the computer will provide for easy mixing of both slides and negatives in one master list.

RAILFAN® & RAILROAD

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Cover

It was a wonderful step back into time to find Columbus & Greenville AS416 606 chugging away at her regular switching chores in the Columbus, Mississippi, yard on March 21, 1984. We pay tribute to the C&G's Baldwins in the feature beginning on page 30. Kodachrome by Jim Boyd.
Two ex-ICRR U30Bs, now Iowa Railroad 20 and 22, roll a freight over the former-Rock Island main line east of Colona, Illinois, on October 4, 1982. Gary Powell begins the IRRC's story on page 50. Kodachrome by Gary L. Powell.

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Fanmail

539s at sea

The article on the Alco model 539 diesel engine in the last issue of R&R was most enjoyable. It brought back many memories, since I spent the years 1961-1963 as Engineering Officer of a U.S. Navy ship which had *four* 539s for its main propulsion power. They were incredibly rugged but also incredibly difficult to keep clean—a big problem in the inspection-prone Navy environment. It was always a great pleasure to me, when stuck out at sea hundreds of miles from the nearest railroad, to be "up topside" as speed was increased and watch that "Alco smoke cloud" rise into the sky (dropping soot particles all over the ship in the process) just as it would from a brace of S1s or RS3s!

Win Cuisinier mentioned the difficulty of servicing in limited facilities due to the huge size of the components. Our clearance over the engine, in very cramped quarters, was about three feet—barely enough to pull a cylinder liner. On the other hand, there was lots of space *inside* the engine; I well remember spending most of a night sitting inside the crankcase of a 539, pumping several hydraulic jacks against the bottom of a cylinder liner while several sailors with chain falls pulled from above and dumped in ice to shrink the liner after it had been dented by a "thrown" connecting rod.

The most common problem with the 539 in my experience was the high-pressure fuel line design. All the fuel pumps were in one place on the side of the engine. The fuel was carried from the pumps to the injector on each cylinder by high-pressure tubing which was not only brittle but had to be factory-made; thus you had to stock six separate sizes/shapes of these fuel lines, some of which were several feet long. These lines had a very limited service life and would typically split open at the most critical time, spraying high-pressure diesel fuel over everything and everyone in the engine room, including hot exhaust manifold joints! We never had to have mock emergency drills in those engine rooms—the real thing was all too frequent.

So far as I know, my ship (*USS Sheldrake,* AGS-19, an ocean surveying ship built as a 221-foot *Raven*-class fleet mine sweeper, AM-62) and her Alco-powered sisters were all scrapped in the 1960s. If anyone knows otherwise, I would appreciate hearing from them.

And by the way, the article did not mention that the Erie-Lackawanna had an Alco switcher *numbered* 539 that was also *powered* by a 539! It was based in Marion, Ohio, during the early 1970s.

DEAN E. ARNOLD
State College, Pa.

Gallons and gaggles

I read with pleasure and interest Win Cuisinier's excellent article on a subject which is dear to my heart.

However, I must take to task the comment on page 36 referring to the fuel efficiency of the 539 vs. EMD's 12-567. I know from our experience at the Morristown & Erie that typically either of our 539-powered locomotives will burn 40 to 60 gallons of fuel in an average workday. Indications from operators of NW2 or SW9 locomotives show considerably higher consumption. Even our 251 powered Centurys are more fuel efficient than their 567 or 645 powered counterparts. Turbochargers do work!

Lastly, your caption for the NYS&W RS1s clarified a matter that has had me perplexed for years. I was never sure, once you exceed a pair, whether it was a gaggle, pride, skein, flock or what? But now I know, more than two units is a "herd".

BENJAMIN J. FRIEDLAND
President & General Manager
Morristown & Erie Ry.
Morristown, N.J.

Actually, that caption is in error. It is a "herd" only if the doors are closed; it's a "gaggle" if the doors are flopping open—J.B.

Erroneous Alco

Your Alco articles in March R&R made for fine reading and viewing, and I learned a great deal about the innards of Conway Scenic Railroad's 539-powered S4 1055 from reading Win Cuisinier's article.

However, a small error of fact crept into the report entitled, "The Last One?", on the subject of Portland Terminal Company's last gasp S3 No. 1101. The 1101 was *not* purchased by a major railroad and is *not* in the service of its original owner. The Maine Central subsidiary owned a fleet of Alco diesel switchers at one time. Many were purchased new by the Portland Terminal, some were leased from parent Maine Central, a number were purchased used from the Delaware & Hudson, and there was one orphan with a different past: No. 1101.

Alco 1101 was delivered new in 1950 to the Greater Portland Public Development Commission of South Portland, Maine. The GPPDC operated an industrial spur to a shipyard complex constructed in World War II. GPPDC 661 (1101's original number) switched cars between a Portland Terminal connection and the shipyard for a few years, and then the commissioners made a deal to have the PTCo switch their trackage, locally known as the "Burma Road." Portland Terminal acquired the 661 and renumbered the 660-h.p. Alco 1101. If memory serves, the 1101 was eight years old when acquired by the Portland Terminal Co.

Many of the original PTCo Alcos, as well as the ex-D&H Alcos, survive today in the service of several New England short lines. That may make a good story in itself!

DWIGHT A. SMITH
Conway Scenic Railroad
North Conway, N.H.

It seems that Mr. Cuisinier neglected to do his homework ("The Last One?", page 36, March 1984 R&R). Portland Terminal 1101 is an S1, despite its AAR Type A switcher trucks. More importantly, PT is not this Al-

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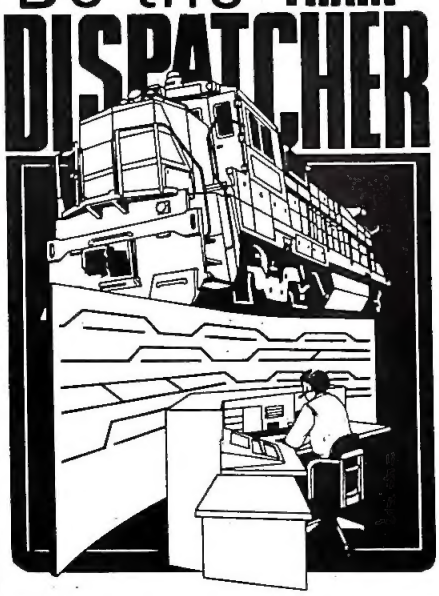

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co's original owner. The 1101 was Greater Portland Public Development Commission 661 from its 1950 delivery until PT's takeover of the GPPDC eight years later.

If you're looking for a "539-powered Alco working on a major U.S. trunk line railroad in the service of her original owner," how about Central Vermont S4 8081, which still regularly handles wayfreight and switching chores in Vermont (and occasionally Massachusetts and Connecticut)?

Or, to borrow Win's "spirit and heritage" justification for including PT in parent MEC's fold, may I also nominate Amtrak subsidiary Washington Terminal's five surviving ancient RS1s, which can be seen every day of the week toiling between Union Station and Ivy City in our nation's capital.

SCOTT HARTLY
Waterbury, Conn.

I must have developed a mental block from too many hours of projecting slides of partially-scrapped DL109s and high hood switchers up to the size of the living room wall to check which model of prime mover they had. PT 1101 was one of the first engines I encountered when I started railfanning, and having been told many years ago that the engine was a MEC/PT original, I made the Alco-watchers Fatal Mistake Number 1 and never questioned the unit's identity. Missing the previous owner was totally inexcusable.

I don't feel too badly about calling the engine an S3, since in its present form it meets Alco Specification E-1530A (S3) exactly, not Specification E-1530 (S1) under which it was originally built. There have been adequate precedents established for using the later model identification when a locomotive is rebuilt, upgraded, or altered in such a way that it exactly conforms to a later design.

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WIN CUISINIER
Sabula, Iowa

⇐ *In an effort to give credit where it is due, see page 40—J.B.*

Another erroneous Alco

From our "When It Rains, It Pours" department, the caption data on DOT 013 in your 539 article is a bit out of chronological kilter. Don't feel badly, though, as the errors escaped me until a re-reading—for the umpteenth time—this morning.

DOT 013 was *not* among the 44 RSD1s "built new" under Alco Specification E1645 for War Department service on the Iranian State Railways. It was one of the first five RS1s built in 1941 under Specification E1640

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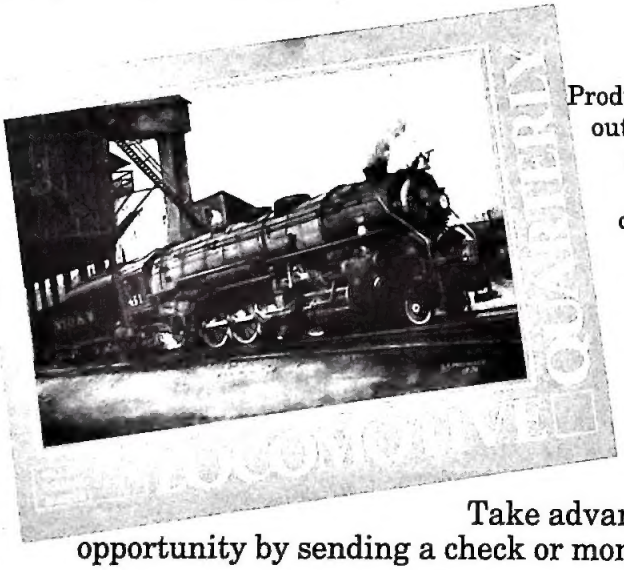

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for domestic commercial service. Built for the Atlanta & St. Andrews Bay, DOT 013 operated as A&StAB 902 for some 17 months before being requisitioned in September 1942 for military service in Iran. Conversion was completed and the unit shipped, as USATC 8011, on January 11, 1943. Between service in Iran and subsequent interim duty in Alaska as ARR 1034, the locomotive operated briefly in the Munich, Germany, area following transfer of the Alco-sponsored 762nd Railway Shop Battalion from Iran.

JOHN W. NELSON
Albany, N.Y.

That error was the editor's, not Cuisinier's. Incidentally, Bruce R. Dress of Fontana, Cal., points out that DOT 013's sisters 012 and 015 are now at the Orange Empire Railway Museum in Perris, Cal.—J.B.

TSBY corrections

Hal Reiser once told me that the way he knew his articles were read was by the people who wrote in throwing corrections around. So let me offer a few in the event some challenges come in:

First, the cover photo was taken on May 21, 1981, not 1978.

Secondly, the caption on Ernie Novak's photo of the NYC Hudson 5349 identifies it as being a J-3, whereas the roster in Al Staufer's *Steam Power of the NYC System* lists the 5349 as a J-1b.

And third, to my horror, I discovered that the concrete tower base guarding the interchange at Caro with the DC&S could walk—I got my notes mixed up, and the base is all that remains of the tower that controlled the diamond *with the C&O at Vassar.* It will take

JAMES W. KERR

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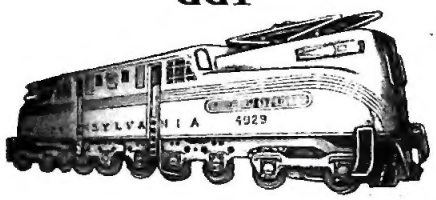

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Not "kids"

I hates ta be da one ta tell ya dis, specially wid all da womenfolk ya got aroun da office, but youse boys been spendin' too much time lookin' at trains. Those beings you identify as "kids" in the top photo on page 44 of your March 1984 issue are in fact adult females of the opposite sex. I will be glad, if need be, to send along a list of the pertinent spotting features.

DAVID ALLEN CONDON
New York, N.Y.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

PORTLAND, OREGON, May 5-June 24. Southern Pacific Daylight 4-8-4 4449 will pull an all-Daylight painted consist from Portland to New Orleans and return via SP lines carrying passengers on all segments of the trip. The run is being operated by Pacific Northwest Chapter NRHS in cooperation with SP, Louisiana World Exposition and the City of Portland. Tickets will be sold by local organizations for various segments of the run.

WESTBOUND TRIP: June 9 New Orleans-Houston; June 10 Houston-San Antonio; June 11 layover at San Antonio; June 12 San Antonio-Alpine; June 13 Alpine-El Paso; June 14 El Paso-Tucson; June 15 Tucson-Phoenix; June 16 Phoenix-Yuma; June 17 Yuma-Los Angeles; June 18 layover at Los Angeles; June 19 Los Angeles-San Luis Obispo; June 20 San Luis Obispo-San Francisco; June 21 San Francisco-Sacramento; June 22 layover at Sacramento; June 23 Sacramento-Klamath Falls; June 24 Klamath Falls-Portland.

Contact: Pacific Northwest Chapter NRHS, Room 1, Union Station, Portland, OR 97209.

NORFOLK SOUTHERN, 1984 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 4501 is SR 2-8-2, and FP7s are SR green and gold diesel passenger units.

June 2-3, FP7s Charlotte to Asheville, N.C., and return each day (PCCN); **June 9,** 611 Greenville, S.C., to Atlanta, Ga., and return (BR&GC); **June 16,** FP7s Winston-Salem to Asheville, N.C., and return (WSC); **June 17,** FP7s Winston-Salem to Mt. Airy, NC., and return (WSC); **June 23,** 611 and

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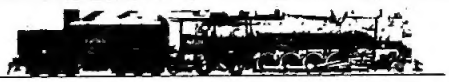

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diesel, Greensboro, N.C., to Roanoke, Va., via Altavista and return via Lynchburg with 611 off at Lynchburg and diesel return to Greensboro (GCN); **June 24,** 611 and diesel, Greensboro, N.C., to Alexandria, Va., one way, with diesel to Monroe and 611 beyond (GCN/ODC); **June 30-July 1,** 611 Alexandria to Charlottesville and return each day (WACN); **July 7-8,** 611 two-day round trip Alexandria to Norfolk and return, southbound via RF&P, Seaboard and N&W, northbound via N&W and Southern (WACN); **July 14,** FP7s Alexandria to Harrisonburg, Va., and return (WACN); **July 15,** 611 Alexandria to Charlottesville and return (WACN); **July 21-24,** 611 "Independence Limited" Alexandria, Va., one way to Detroit, Mich.; 21st Alexandria to Bluefield, 22nd to Portsmouth, Oh., 23rd to Muncie, Ind., and 24th to Detroit (RCN); **July 28-29,** 611 Detroit to Ft. Wayne, Ind., and return each day (BWC).

August 4, FP7s Richmond to Keysville, Va., and return (ODC); **August 4-5,** 611 Sandusky to Columbus, Oh., and return each day for Ohio State Fair (MRC); **August 11-12,** 611 Erie, Pa., to Buffalo, N.Y., and return each day (LSR); **August 18-19,** 611 Columbus to Sandusky, Ohio, and return each day with Bellevue-Sandusky portion of each trip behind diesels while 611 is turned at Sandusky (ORM); **August 30,** 611 Cincinnati to Danville, Ky., and return (NRHS Convention); **September 3,** 4501 Cincinnati to Winchester, Ky., and return (NRHS Convention). **September 15-16,** 4501 Huntingburg to Evansville, Ind., and return each day (MCH); **September 22-23,** 4501 doubleheaded with KRM L&N 4-6-2 152 Louisville, Ky., to Huntingburg, Ind., and return each day (KRM); **September 29-30,** 611 Lexington, Ky., to Chattanooga, Tn., and return, two-day trip with overnight in Chattanooga (BGM).

The sponsoring organizations are: (PCCN) Piedmont Carolinas Chapter NRHS, 4407 Emory Lane, Charlotte, NC 28211; (BR&GC) Blue Ridge R.R. Club & Greenville Chapter NRHS, P.O. Box 17851, Greenville, SC 29606; (WSC) Winston-Salem Chapter NRHS, P.O. Box 5857, Winston-Salem, NC 27103; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (WACN) Washington Area Chapters NRHS and Chesapeake Division R.R. Enthusiasts, P.O. Box 456, Laurel, MD 20810; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (MRC) Mad River & NKP R.R. Society, P.O. Box 42, Bellevue, OH 44811; (LSR) Lake Shore Ry. Historical Society, P.O. Box 571, North East, PA 16428; (ORM) Ohio Railway Museum, P.O. Box 16243, Columbus, OH 43216; (MCH) Mayor's Committee of Huntingburg, Mayor Dale Helmerich, Huntingburg, IN 47542; (KRM) Kentucky Railway Museum, P.O. Box 295, Louisville, KY 40201; (NRHS National Convention), 1984 NRHS Convention, P.O. Box 36365, Cincinnati, OH 45236.

CHICAGO & NORTH WESTERN The proposed 1984 schedule for 4-6-0 1385 is as follows (check locally for tip details and exact schedules):

May 20, Madison, Wis., trips to Waunakee and Oregon; June 15, North Freedom to Wisconsin Rapids; June 16, Wisconsin Rapids display; June 17, Wisconsin Rapids to Adams; June 18, Adams to Butler; June 23-24, Butler Railroad Days; June 28, Butler to Green Bay via Shore Line; June 30-July 1, Green Bay trips to Bellevue; July 3, Green Bay to Wausau; July 4, Wausau display; July 5, Wausau to Green Bay; July 12, Green Bay to Escanaba; July 14-15, Escanaba trips for Lion's Club; July 16, Escanaba to Green Bay; July 19, Green Bay to Oshkosh; July 20, Oshkosh display and then to Fond du Lac; July 21, Fond du Lac to Butler; July 22, Butler to Chicago Passenger Terminal; July 23-29, display and possible trips out of Chicago Passenger Terminal; July 30, Chicago to Clinton, Iowa; July 31, Clinton to Beverly.

August 1, Beverly to Marshalltown; Iowa; August 2, Marshalltown to Des Moines via Nevada; August 3-5, trips out of Ankeny; August 7, Des Moines to St. Joseph; August 8, St. Joseph to Kansas City; August 10-11, Kansas City trips for NMRA convention; August 12, Kansas City to Trenton; August 13, Trenton to Des Moines or Marshalltown. September 8, Boone Pufferbilly Days; September 10, Boone to Council Bluffs; September 22-23, Council Bluffs River City Roundup trips one or both days; September 24, Council Bluffs to Boone; September 25, Boone to Beverly; September 26, Beverly to Clinton; September 27, Clinton to Proviso; September 28, Proviso to Janesville; September 29, Janesville display; September 30, Janesville to North Freedom.

UNION, ILLINOIS, 1984 Season. Special events at the Illinois Railway Museum will include:

May 28, "Diesel Days," 50th Anniversary of Zephyr operation with Nebraska Zephyr consist behind CB&Q E5 and other notable diesels running.

July 4, "Trolley Pagent."

August 5-11, Steam trains operate daily.

September 1-3, "Labor Day Railfan Weekend" with large variety of equipment in operation.

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Write for free brochure: Illinois Railway Museum, P.O. Box 431, Union, IL 60180; or call 815/923-2488; Chicago area 312/262-2266.

ROANOKE, VIRGINIA, 1984 Season. The special events at the Roanoke Transportation will be held as follows:

June 2-3. "1984 Rail Fair" with railroadiana auction, tour of N&W facilities and night photo session on Saturday. Special RPO stamp cancellation.

July 4. "N&W Veterans Day" with N&W display and exhibits, live steam and Morse telegraph demonstrations plus "Steel Driving Man" contest, handcar rides, railroad movies

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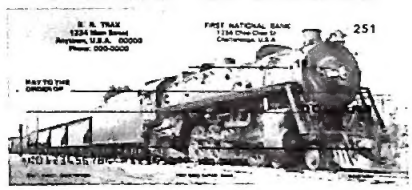

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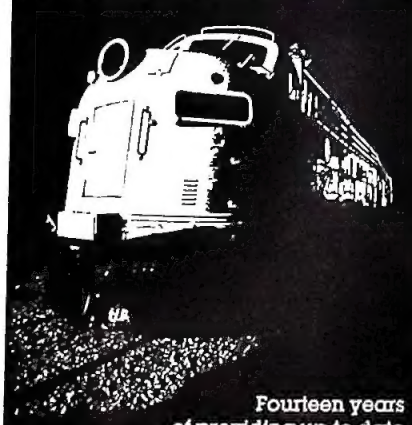

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October 13-14. "Fall Railroading Weekend" with NKP and Wabash movies, handcar rides, bus tour of N&W facilities and Sunday members picnic.

September 1-3. "Festival under the Big Top" railroadiana show and sale under large tents on museum grounds. Tables available. Also live steamers. 9:00 a.m. to 5:00 p.m.

Contact: Roanoke Transportation Museum, 802 Wiley Drive, S.W., Roanoke, VA 24015; 703/342-5670.

SYRACUSE, NEW YORK, June 9, 10, 16 and 17. CNY Dining Car Company will be running excursions with full meal service on the NYS&W with two dining cars, two lounge cars and a full-length dome out of Jamesville, N.Y., to various destinations with trips ranging from two to five hours. For details and menu features, contact: CNY Dining Car Co., Box 666, Syracuse, NY 13201.

GALESBURG, ILLINOIS, June 9-10. Galesburg "Railroad Days" celebration with dedication of new Amtrak depot, equipment displays by BN and Amtrak, Galesburg Railroad Museum, model railroad displays and street fair and carnival. Over 50 events scheduled. Contact: Galesburg Area Chamber of Commerce, 154 E. Simmons St., Galesburg, IL 61401; 309/334-1194.

DETROIT, MICHIGAN, June 9-10. Two one-day excursions over rare C&O Canadian trackage. On June 9, the "Royal Canadian" will run to St. Thomas, Ontario, and on June 10 the "Bluewater Limited" will run to Sarnia. Contact: (send SSAE, please) Bluewater Michigan Chapter NRHS, P.O. Box 296F, Royal Oak, MI 48068; 313/399-7963.

RUSK, TEXAS, June 16, July 14 and September 15. Steam-powered "Moonlight Specials" on the Texas State Railroad will depart Rusk at 6:00 p.m. and return at 10:00 p.m. Special entertainment during one-hour layover at Palestine. Contact: Texas State Railroad, P.O. Box 39, Rusk, TX 75785; call from Texas 800/442-8951, or out-of-state 214/683-2561.

SOUTH CARVER, MASSACHUSETTS, June 16-17. Edaville Railroad 15th Annual Railfan Weekend & Collector's Flea Market at the Edaville Railroad on Route 58. 10:00 a.m. to 5:30 p.m. each day. Admission and train ticket $6 adults, children $3 and under age 3 free. Contact: John Bryden, Edaville R.R., P.O. Box 7, South Carver, MA 02366; 617/866-4526.

PROVIDENCE & WORCESTER RAILROAD Passenger excursions from Worcester, Mass., to Roger Williams Park & Zoo in Providence, R.I., will operate on April 29, May 20, June 24 and July 8. "Memorial Day Wine & Cheese Special" will depart from Woonsocket, R.I., on May 28. The "Mystic Clipper" will run on July 1 from Worcester via Putnam and Norwich to Mystic, Conn., with optional side trip to Mystic Seaport. Contact: P&W Scenic Excursions, P.O. Box 1188, Worcester, MA 01601.

NEWARK, NEW JERSEY, June 24. "The Harrisburg Express" diesel-powered excursion from Newark's Penn Station to Harrisburg, Pa., via former-LV main line to former-RDG East Penn Jct. (Allentown) and ex-RDG to Harrisburg and return via former-PRR main line to Rockville Bridge and Enola, Atglen "Low Grade" freight line and Trenton Cutoff freight line. Depart 8:30 a.m. and return 8:30 p.m. Fare: $40 per person. Contact: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015. For information or credit card orders, call 201/857-2987.

WASHINGTON, PENNSYLVANIA, July 1. Trolley Fair at Arden Trolley Museum with continuous operation of all serviceable trolleycars, slides and movies in the carbarn, antique auto and model railroad displays, "Fair Food" and Gandy Dancer Contest. Contact: Pennsylvania Railway Museum Assn., P.O. Box 832, Pittsburgh, PA 15230; 412/734-5780.

CHADDS FORD, PENNSYLVANIA, July 7. TP&W RS2s will power Octoraro Railway excursion from Chadds Ford to Elsmere Junction (Wilmington, Del.) and return and then west to Sylmar and return to Chadds Ford. Sponsored by Delaware Valley and Philadelphia Chapters NRHS, this will be the first excursion train ever to go west of Oxford, Pa., on the ex-PRR Wawa Branch. Many photo stops and runbys. Contact: Delaware Valley Chapter NRHS, P.O. Box 1179, Morrisville, PA 19067-0313.

LOGANSPORT, INDIANA, July 13-15. "Iron Horse Festival" with steam excursions behind ex-BC&G 2-8-0 plus hot air balloon races and many other festival activities including a Louise Mandrell concert. Contact: Iron Horse Festival Association, P.O. Box 407, Logansport, IN 46947; 219/722-IRON.

COLUMBUS, OHIO, July 27-29. C&O Historical Society annual convention at the Columbus Quality Inn. Features include tours of C&O Parsons Yard, flea market, model displays and contest plus a steam excursion. Members only. Contact: Dorothy Wetterstroem, 197 E. Tulane Rd., Columbus, OH 43202, 614/268-4716. For C&OHS membership contact: John Jones, 372 Walnut, Waynesboro, VA 22980; 703/942-9005.

FLINT, MICHIGAN, August 11-12. "Railfan's Days '84" on the narrow gauge Huckleberry Railroad at Crossroads Village with shop tours, photo runs and special railfan activities. Equipment includes 4-6-0 152 from Alaska, D&RGW K-27 2-8-2 464 and the most diversified collection of narrow gauge coaches in U.S. Trains run over section of Flint & Pere Marquette roadbed through Genesee Recreation Area. Camping is available. Contact: Railfan's Days '84, Genesee County Parks & Recreation Commission, G-5055 Branch Road, Flint, MI 48506.

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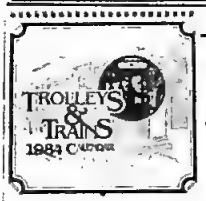

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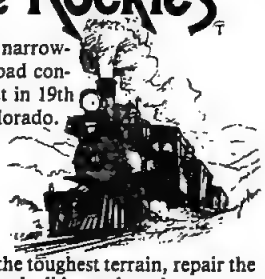

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CINCINNATI, OHIO, August 25-September 3. NRHS National Convention to include steam trips with NKP 2-8-4 765, N&W 4-8-4 611 and SR 2-8-2 4501 plus rail facility tours, Whitewater Valley R.R. and Dayton trolleybus system. Spectacular fireworks at Cincinnati's Riverfest celebration on Labor Day. For detailed schedule and prices contact: 1984 NRHS CONVENTION, P.O. Box 36364, Cincinnati, OH 45236.

BOSTON, MASSACHUSETTS, August 26. Anniversary Weekend excursion 50 years to the day after the first organized fantrip will return to the site of the Hoosac Tunnel & Wilmington—where that first fantrip took place—for dedication of a bronze plaque at East Portal, the junction of the B&M with the now-abandoned HT&W. Massachusetts Bay RRE is hosting RRE convention and the B&M/MBTA excursion to the HB&T. Contact: Massachusetts Bay RRE, P.O. Box 136, Ward Hill, MA 01830.

GRAFTON, WEST VIRGINIA, September 14-16. "West Virginia Railroad Heritage Festival" with excursions, entertainment and railroad-oriented activities. Contact: W.Va. Railroad Heritage Festival, P.O. Box 66, Grafton, WV 26354; 304/265-1957.

LOUISVILLE, KENTUCKY, Autumn 1984. L&N 4-6-2 152 will be operating in excursion service in September and October. Send SSAE for promotional literature when it becomes available. Contact: Kentucky Railway Museum, Inc., P.O. Box 295, Louisville, KY 40201.

NORTH CONWAY, NEW HAMPSHIRE, September 15. Annual Railfan's Day at Conway Scenic Railroad. Day-long activities include doubleheader steam trains, passenger trains in multiple sections and steam and diesel powered freight trains. Photo runs on 3.25% main line grade and extra train to Intervale over seldom-used trackage. See first-generation Alco and EMD diesels in action along with Baldwin 2-6-2 and GT 0-6-0. Model railroad open house, handcar rides, flea market, night photo session and slides and movies. No admission charge; regular fares on each train ride or all-day pass for $9. Contact (SSAE, please): Conway Scenic Railroad, P.O. Box 947r, North Conway, NH 03860; 603/356-5251.

HUNTINGTON, WEST VIRGINIA, October 13, 14, 20 and 21. "New River Train '84" will run C&O's scenic New River Gorge in peak fall foliage between Huntington and Hinton, round trip each day with photo runby at Thurmond. Chessie passenger equipment—Seaboard F7s anticipated as power. Premium service in parlor, lounge, dome and observation cars. Contact: New River Train '84, C.P. Huntington R.R.H.S., P.O. Box 1252, Ashland, KY 41105.

DENVER, COLORADO, October 20. Union Pacific 4-6-6-4 3985 excursion over Sherman Hill with diesel in Colorado portion. Fare $75. Write for excursion brochure: Passenger Agent, Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

INTERNATIONAL TOURS

RAIL STUDY TOURS INTERNATIONAL, c/o W.I.T. Travel, 1401 Wilson Blvd., Arlington, VA 22209, (703/998-2362), has the following tours planned for 1984:

Andean Steam Special, July 15-30. Chartered steam trains from Bogota, Giradot, Guayaquil, Huancayo, Cuzco and Tacna.

Railroading Down Under, September 12-October 3. Australia by train, including special steam excursions plus museum operations and Melbourne trams. Optional extension to New Zealand and round-the-world air plan.

Southern South America, September 24-October 9. Two remaining Argentine narrow gauge steam lines, steam and special train in Uruguay plus Centennial of Brazil's fabulous Dona Teresa Cristina with 2-10-4s and 2-10-2s.

China—Land of Steam, November 9-December 4. Travel by train through Chinese heartland visiting Peking, Datong, Xian, Chongqing, Guiyang, Nanning and Guilin. Visit rail facilities including Datong Steam Locomotive Factory and lineside photography.

SOUTH AFRICA, October 10-30. "Steam Safari" powered by a dozen different South African steam locomotives from GMAM Garratts and 4-8-4s to two-foot gauge. $3500 per person including air fare from New York. Contact: SARtravel, 535 Fifth Avenue, Suite 1112, New York, NY 10017; 212/370-9333.

CHALLENGER TOURS, 3672 Nottingham Way, P.O. Box 8965, Trenton, NJ 08650; 609/586-4684, has the following tours scheduled. Contact them for full details:

ZIMBABWE, June 29-July 14. Land of Garratts with Railway Travel & Photography.

GREAT BRITAIN, June 30-July 15. Railfan tour with Railway Travel & Photography; crossing on Queen Elizabeth 2 optional.

EAST GERMANY, July. Steam grand tour by Intraflug chartered special using all available classes. Over 2000 km behind steam with dining car and lots of photo runs.

INDONESIA, August 5-26. Three weeks chasing steam—including Mallets—with Railway Travel & Photography.

TURKEY, August 31-Sept. 15. Guided tour of steam by Railway Travel & Photography.

RUMANIA, September. Ride behind and photograph all classes of steam on Intraflug special.

CHINA, Sept. 28-Oct. 14. Southern China with Railway Travel & Photography.

INDIA, September. Philadelphia NRHS Grand Tour by chartered steam train—three gauges and a private tram tour of Calcutta.

RAILROADIANA MEETS

CANANDAIGUA, NEW YORK, June 3. Toy Train Collectors Society Train Show, Sale & Swap Meet at Community College of the Finger Lakes from 11:00 a.m. to 3:00 p.m. Contact: Doug Ridley, 4350 Knapp Road, Canandaigua, NY 14424; 716/394-5238.

PITTSBURGH, PENNSYLVANIA, June 10. Steel Valley Train, Toy & Miniature Show at Castle Shannon Memorial Hall, Route 88, from 11:00 a.m. to 4:00 p.m. Dealer tables $15; adults $3, under 12 free, 10% discount to senior citizens. Contact: Catherine Daum, P.O. Box 10977, Pittsburgh, PA 15236; 412/653-6940.

CHARLOTTE, NORTH CAROLINA, June 16. Piedmont Carolina Model Train & Hobby Meet at Holiday Inn North, 3815 N. Tyron St. at Craighead Road from 9:00 a.m. to 4:00 p.m. Buy/sell railroadiana, model train and hobby items. Admission $2. Contact: David Summerford, Rte. 1 Box 41, Pineville, NC 28134; 704/588-0147.

CHICAGO, ILLINOIS, July 6-8. Whistle Stop Train Show & Flea Market at Chicago Ridge Mall, 95th and Ridgeland. Friday 10:00 a.m. to 9:00 p.m.; Saturday, 10:00 a.m. to 5:30 p.m.; and Sunday 11:00 a.m. to 5:00 p.m. Free admission and parking. Hosted by Railway Employees Association, P.O. Box 16489, Rocky River, OH 44116; James Madden, 216/476-0456.

GOLDEN, COLORADO, July 14-15. "Mile High RAILFAIR" at the Jefferson County Fairgrounds, 15200 W. 6th Ave. in Golden. Everything for the rail hobby including models, antiques, artwork, exhibits, collections of artifacts and movies. Saturday 10:00 a.m. to 6:00 p.m. and Sunday 10:00 a.m. to 5:00 p.m. Many door prizes. Adults $1, senior citizens 75¢.

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GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/239-2456; sales tables $20. Admission $4, under 12 free with adult. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

Pittsburgh, Pennsylvania, July 22. Pittsburgh Expo Mart, PA Turnpike Exit 6 then two miles west on Business 22. Noon to 5:00 p.m.

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ATLANTA, GEORGIA, August 4. Southeastern Railroadiana Collectors 7th Annual Railroadiana/Model Train sale and trade show at Lanier Plaza Hotel and Conference Center, I-85 at Monroe Drive, 9:00 a.m. to 5:00 p.m. Admission $2, tables $15. For information send large SSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

ATLANTIC CITY, NEW JERSEY, August 11. Patcong Society of Model Rail Roaders "Gambler's Extra" Train Meet, Show & Sale. All Gauges. Lions Blind Center, 300 Albany Ave., 10:00 a.m. to 4:00 p.m. Admission $2, under 12 free with adult; family max. $3, tables $10. Contact: John Dunn, c/o Patcong Valley, P.O. Box 156, Linwood, NJ 08221; 609/646-4035.

ST. LOUIS, MISSOURI, September 8. McDonnell Douglas Railroad Club Railroad Show & Swap Meet from 9:00 a.m. to 2:00 p.m. at the North County Recreation Complex, 2577 Redman Rd., in St. Louis County. Admission $1; dealer table $8 in advance, $10 to door. Contact: Richard S. Young, 105 Francisca, Florissant, MO 63031; 314/837-3407.

PARSIPPANY, NEW JERSEY, September 9. Fifth Annual Garden State Railroadiana Show at Holiday Inn, Route 46 East, from 10:00 a.m. to 3:00 p.m. Centrally located in northern N.J. 30 minutes from New York City. Wide variety of railroad collectibles. Buy, sell, swap with top dealers and collectors. SSAE for info. Trackside Sales, 35 Nordhoff Place, Englewood, NJ 07631.

PEORIA, ILLINOIS, September 9. Third Annual Peoria Spur Line Railroadiana Show at Exposition Gardens, Northmoor Road next to Richwoods High School from 10:00 a.m. to 4:00 p.m. Admission $1. Contact: Jim or Karen Bixby, 2505 Melrose Place, Peoria, IL 61604; 309/674-7866.

GOSHEN (TORRINGTON), CONNECTICUT, September 16. Model Railroad Show & Sale at Goshen Fair Grounds (in metal buildings) from 10.00 a.m. to 4.00 p.m. featuring large running O and N gauge layouts, white elephant sale and door prizes. Large area for dealers and displays, unlimited free parking and food available on grounds. Admission $2, family max. $5, kids under 10 free with adult. Contact: James Avallone, 8 Loretta Drive, Torrington, CT 06790; 203/482-6692.

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Camera Bag

BY JIM BOYD

Buying a new camera

If it had to happen, it happened at the right time: my "black & white" Nikon F stripped its film-transport mechanism on the *last* photograph of a two-week Amtrak trip last February. It was time to give the old war horse an honorable retirement and get a new camera.

I always work with two company-supplied cameras, one for black & white and one for Kodachrome; in the past few years they have been a matched pair of ten-year-old Nikon Fs, rugged and reliable. The light meter died on one of them about three years ago, and I never bothered to get it fixed because the meter on my "color" camera was working fine, and I just added one f-stop to go from the Kodachrome 64 reading to Plus-X.

While I have not been unhappy with the Fs, I must confess that I was getting curious to see how a newer camera—more specifically, a new light meter—would work. Hal okayed replacing the ailing F with a new camera, and I was off to see what was available.

Since everyone in the office uses Nikons and we have a good variety of lenses for them, there was no question but that my new camera would be another Nikon—this isn't a matter of snobbery, it's just that Nikon has long supplied cameras that can take the beating typically given by a working pro. A decade ago the top Nikons were selling for very big bucks—two or three times the price of a typical 35mm SLR, which is why I always bought Pentaxes when I was spending my own money. Today, however, the Nikon is price-competitive with the majority of the 35mm SLR market.

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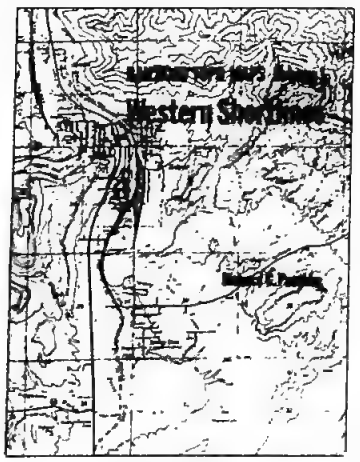

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Being far more interested in railroading than cameras, I discovered that I knew virtually nothing about what was on today's market and didn't even know what models Nikon was currently producing. A trip to the local newsstand yielded a current copy of *Popular Photography,* from which I could glean price comparisons, and the *Photography Buyers Guide 1984,* compiled by the editors of *Popular Photography,* which outlined the features of the various cameras.

I was rather surprised to find Nikon offering no less than ten models. The top-of-the-line professional camera is the F3, with a stepless electronic shutter and aperture-priority metering; this camera is also available with a titanium body (the F3/T) and with automatic focus (the F3AF). Next was the FA, the fully-automatic program mode camera that can be used in either aperture-priority or shutter-priority configuration. The FM2 is a manual camera with built-in light meter and a whiz-bang titanium shutter with mechanical speeds from one second to 1/4000th of a second and a 1/200th of a second strobe flash synch. The FM is another manual camera with a more conventional shutter with mechanical speeds up to 1/1000th of a second. The FG is a multi-mode automatic-exposure camera with an electronically-controlled shutter and either aperture-priority or manual exposure control. The FE2 is another manual or aperture-priority automatic exposure camera with the 1/4000th of a second titanium shutter electronically controlled. The FE has the similar manual or aperture-priority automatic exposure system with an electronically controlled 1/1000th of a second shutter. The EM is a fully automatic camera with aperture-priority-only exposure control and an electronic 1/1000th of a second shutter.

Where to begin? Well, first of all, I want absolutely nothing to do with a camera that is dependent upon batteries to operate the shutter. I can always estimate the exposures, but if the shutter won't work when the battery is dead, I'm out of business—there's no way I'll subject myself to that kind of a trap. That automatically eliminates everything but the FM2 and the FM. While I'll probably never use the 1/4000th of a second shutter speed, that 1/200th of a second strobe synch might come in handy, so I opted for the FM2. The logic was as simple as that. (As a railfan, though, it was tough to pass up a camera designated FA or F3.)

I may be a bit old-fashioned as a photographer, but I know how to use a light meter and I don't want an automatic program camera trying to out-guess me. If I did get such a camera, I would want one with a full manual override or shutter-priority, since control of shutter speed is essential to railfan photography.

One feature is available on a special model of the F3 that might make it the ideal camera for some people: The F3 High Eyepoint. This is a camera for people who wear glasses, and it has a viewfinder that will permit viewing the entire screen from up to an inch away from the eyepiece.

Since my 50mm normal lens from the old F was not equipped with the new automatic aperture indexing ring, I got a new 50mm lens along with the FM2. (I needed the camera right away and didn't want to be without a fully serviceable lens while the old 50mm was sent out to be adapted with a new AI ring.) The new lens was the 50mm f1.8S, an extremely compact and lightweight lens recently developed for the automatic FA; I found it attractive because it stops down to f22 instead of the more common f16 (something that will come in handy for occasional model railroad photography). Why not go for the faster f1.4 or f1.2 50mm lenses? Because in railfan photography we don't need the low light capability that those lenses were designed for, and in the past the faster lenses, with their greater glass area and more complex formulation, were horrors for night photography work with internal refractions throwing "flying saucers" into the scene from any direct light sources. The old 50mm f2 was probably the most forgiving lens for night work I've ever seen; it was almost impossible to induce a refraction light scatter.

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I'm hoping the new f1.8 is as good, though I haven't really had the opportunity to try it out yet on night subjects.

I treated my new camera to a new strap (I color-code my cameras with a colorful strap for the color camera and a drab strap for black & white—a necessary precaution with otherwise identical cameras), a skylight 1B filter to protect the lens, and a rubber lens hood. Then, before loading film and putting the camera to work, I read the instruction book. Why bother with the book, when you already know how to work the camera? Well, I found out a couple of important things I wouldn't have known otherwise.

First, the compact new Nikons differ from the massive Fs in one very important item: The old Fs show you 100% of the image on the viewing screen, while the new cameras reveal only 93% of the actual picture area—as is typical of most 35mm SLRs. Because of the physical size of the mirror mechanism, the camera must be made larger—as is the F—to give you the 100% viewfinder. Once you understand this, it is easy to deal with—and I even discovered a problem I'd been having with the F in this area. My old viewfinder showed 100% of the image area, and I'd sometimes crop pretty tightly. But occasionally the crop would be so close I'd graze a front coupler from too-tight framing because I wasn't taking into account the fact that the slide mount covers up one or two percent of the image area by crowding in on each edge. Thus, the 93% image on the new camera is actually showing me about 97% of the useable image after mounting, so the degree of "over-shoot" is less than you might imagine.

The instruction book also gave precise definitions to the coding of the LED light meter indications. The "o" indicates correct exposure, and you will pick up a "+" or "—" with *1/5th of an f-stop* in either direction—that's an important figure to know to be able to judge what that light meter is telling you. It was also important to know that the meter is "center-weighted," taking 60% of its reading from the circle on the focusing screen.

Then I did something I've always preached against: I took the new camera out on an important railfanning trip without testing it first. Because the F had broken between two trips, I didn't have time to try out the new camera at my leisure. Believe me, it was a nervious trip, working with an "unknown" light meter. In grubby weather—of which there was plenty—I followed the meter religiously. In bright sunlight I assumed a 1/500th at f5.6 standard and compared that to the meter readings, bracketing exposures if there were discrepancies.

The results were superb. The meter was right on the money in both grubby and sunny weather—the old F was less than predictable in sunny conditions and would often call for an overexposure in bright sunlight; the new camera doesn't seem to have this trait.

Having to pull the film advance lever out to the "standback" position to unlock the shutter will take some getting used to, and I discovered it's very easy to take an accidental picture when you try to turn on the light meter in a hurry (the meter turns on by *lightly* depressing the shutter release and turns itself off automatically after 30 seconds). But that light meter was very easy to become accustomed to, and the camera was overall a delight to work with. The cover shot of C&G Baldwin 606 is a sample of what the new camera has produced so far.

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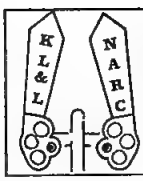

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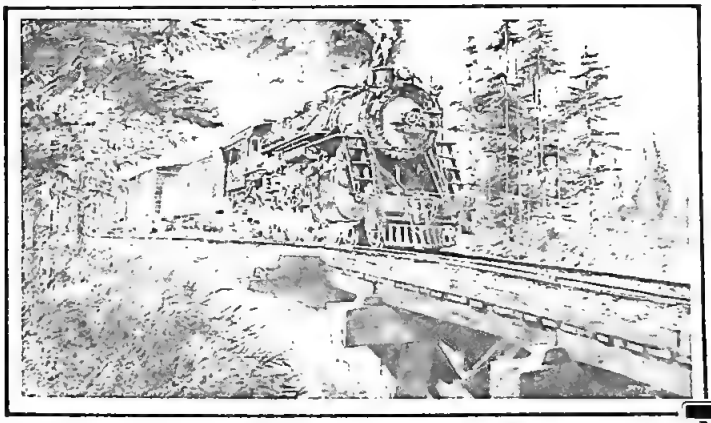

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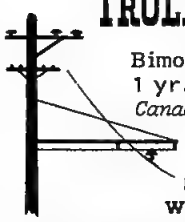
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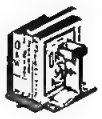
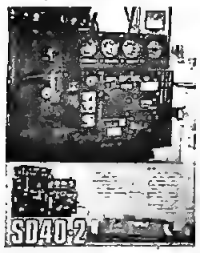


What's new?

If you're going to do any railfanning in Canada, don't be without the 1984 Edition of the *Trackside Guide of Canadian Railway Motive Power and Equipment*, published by the *Bytown Railway Society, Inc.*, P.O. Box 141, Station "A", Ottawa, Ontario K1N 8V1. This 158-page 8½"×5½" softcover includes unbelievably complete unit-by-unit locomotive rosters of the major Canadian carriers, short lines and industrials—including VIA Rail—plus transit systems and a VIA passenger car roster. It's a gold mine, eh. The price is $9.50 postpaid.

Soo Line fans will be interested in a special 68-page publication, *Memories, For Love of a Railroad*, commemorating the Centennial of the Soo Line. A joint venture between the Soo Line Railroad Public Relations Department and the Soo Line Historical & Technical Society, the book is a collection of photos and vignettes from a wide variety of sources. It is interestingly laid out and well reproduced on heavy 8½"×11" stock, with color cover paintings by Larry Fisher. The price is $5.00 postpaid from the Distribution Manager, *Soo Line Historical & Technical Society*, 639 Wanda Ave., Neenah, WI 54956.



Want an SD40-2 on your wall? *Rail Innovations*, 55 Parfield Dr., Willowdale, Ontario, Canada M2J 1C2, has just produced a 19"×25" full color poster of the engineer's control stand of a CP Rail Locotrol-equipped SD40-2 (5803) that also includes a full color view of the unit and a photo diagram and numbered legend that identifies each of the visible controls. The color reproduction is very good and the pictures quite clear, although the view of the unit is cropped a bit tight. It's an attractive job on heavy coated stock. The $7.95 price includes postage.

There is a universal dream among steam fans of finding a remote yard somewhere where all sorts of locomotives were sent but not cut up. This actually happened in England at Dai Woodham's scrap yard at Barry Docks; to date nearly 150 locomotives have left the Barry graveyard for preservation and restoration. The engines range from industrial teakettles to Bulleid *West Country* Pacifics and are all described in a new book imported by *David & Charles* of North Pomfret, VT 05053, *Rescued from Barry*, by Alan Warren. This 176-page 6¾" × 10" hardcover gives a photo and capsule history of each of the Barry engines and sells for $19.95. Also available from David & Charles is *A Brush With Steam*, the fascinating story of railfan and artist David Shepherd, noted for his paintings of elephants in the wild and preservation of steam locomotives. This 264-page hardcover is illustrated with an interesting mix of photos and artwork and tells the story of a railfan who was able to indulge in the ultimate fantasy of buying a steam locomotive. The price is $24.

Review: Wall Plaques

There's probably no more basic form of railroadiana than colorful railroad heralds, and they can make appealing and tasteful decoration for almost any household, den or trainroom. Ed Quinn of Spokane, Washington, is producing an inexpensive line of full color heralds that are certain to have wide-ranging appeal. Ranging in size from ten to 14 inches depending on the geometry of the herald itself, these are silk-screen painted onto ⅛" tempered hardboard. They are either trimmed to the shape of the less-complex designs or laid onto rectangular backgrounds for the intricate outlines such as the CNR maple leaf. The cutting and finishing of the woodwork is very clean and precise, even in the case of a complicated outline

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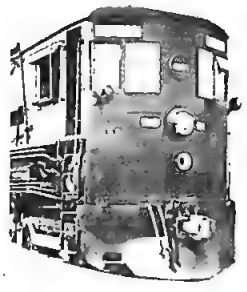


like the CPR "beaver." The silk-screen work is neat and uniform—although by its nature the silk-screen process does not give the razor sharpness of a printed decal or hand paint job. Our samples, chosen at random from a local stock, exhibit nice color separation and a neat overall appearance. Viewed at any distance beyond arm's length, they appear to be perfect. The colors are bold and rich.

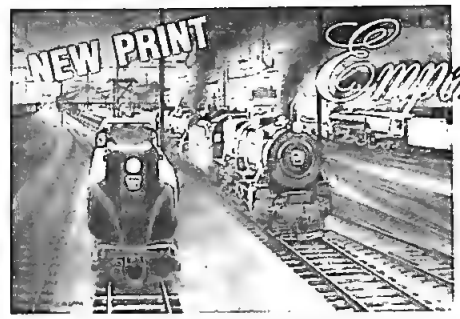
There are presently 28 heralds available, including L&N, RI, AT&SF, three different GN, NP, Milwaukee, Erie, DM&IR, old-style N&W, NYC, C&O, CPR, GT and CNR maple leaves, CB&Q, WP, BN, UP, SSW, PRR keystone, Pacific Electric, SP, Amtrak, D&RGW, SP&S and the one universal for somebody who just can't decide what his favorite railroad is: the yellow circle with black "X" R.R. crossing highway sign. The plaques come with no hooks or attachments, but the textured wood backing will readily lend itself to a variety of household hooks or eyelets.

The prices on these are very reasonable at $5 each plus $2.50 for postage. Quantity discounts are available on orders of five or more. Contact *E.M. Quinn,* W. 727 Garland Ave., Spokane, WA 99205.

Traction Publications by Joe L. Diaz

IRON MEN AND COPPER WIRES, *A Centennial History of the Southern California Edison Company,* by William A. Meyers, is a 256 page 8½" × 11" perfect-bound illustrated volume detailing the history of the electric light and power industry in southern California from the earliest days. The story of electric railways and street and interurban systems in the area was closely tied to the power industry. The inter-relationship is well illustrated with nearly 500 photographs ranging from the small to quarter and half-page size. With very good photo reproduction, extensive captions and interesting text, this is a volume of good interest and excellent value. It is available at $13.95 plus $1.10 postage and handling from *Trans-Anglo Books,* P.O. Box 6444, Glendale, CA 91205.

TRAVELING BY TROLLEY IN MISSISSIPPI, *Southern Traction No. 11,* by Frank A. Brooks, Jr., is a 74 page, 8½" × 11" soft-bound brief look at 13 small street railway companies in Mississippi over 30 years after the last street railway line closed down in that rural area. Though certainly not an elaborate or fancy publication, there is much to enjoy herein. There are 20 photographs and



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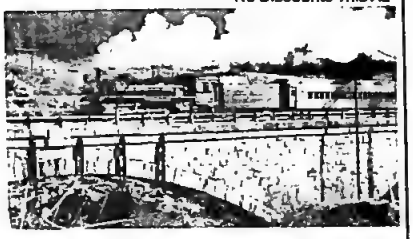

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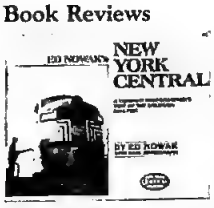
reproductions of transfers and tickets. Of particular interest are the 16 track diagrams, well drawn in detail by Russell Powers. Available at $8.95 the copy from *Texas Division Electric Railroaders Assn.*, 718 Milam Building, San Antonio, TX 78205.

Book Reviews



Ed Nowak's New York Central, by Ed Nowak and Karl Zimmerman, published by PTJ Publishing, Inc., P.O. Box 397, Park Forest, IL 60466. 152 11"×8½" pages, softcover. $20.

In 1941 a brash young commercial photographer approached the head of the New York Central's Public Relations Department and convinced him of the economic merit of establishing a full time photography department for the railroad. Thus Ed Nowak, with no previous railroad experience, found himself in the position of having to photograph the NYC through nearly three decades of incredible change. In addition to handling his often-elaborate assignments involving the posing of freshly-scrubbed streamliners or gatherings at company picnics, Nowak never passed up the opportunity to take a "grab shot" when the opportunity presented itself. And some of his unplanned shots became classics.

In this beautifully handled book, Karl Zimmermann introduces us to Ed Nowak and then leads us through the man's career, with Nowak himself relating the experiences involved with virtually every photo. It's an easy reading and fascinating look at the NYC as it introduced its newest streamlined steam-powered passenger trains, then turned to diesels and discovered that freight was more important than passenger traffic.

The book is filled with the crisp images of a classic black & white large format photographer who knew how to use light, shape and form to get the most out of a scene. Nowak was essentially a "normal lens" photographer, working with 4×5 and 2¼ cameras and the relatively limited range of lenses associated with such hardware—there's virtually no telephoto work, and the wide angle scenes are generally in the moderate range.

The book is handsomely laid out, and the halftone and reproduction work are of top caliber. The photo images are large and varied, with a fine mix of posed views and candid action of both steam and diesels. There are seven pages of full color photos that begin

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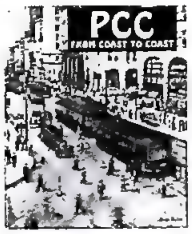
with Nowak's observation that "the New York Central was not the most colorful of railroads." But the lightning-striped diesels and Pacemaker boxcars are worth the effort.

As befits the career of the NYC's company photographer between 1941 and 1967, this book is one of the finest pictorials we've had the pleasure of viewing—J.B.



PCC From Coast to Coast, Interurbans Special 86, by Fred Schneider and Stephen P. Carlson, from *Interurban Press*, P.O. Box 644, Glendale, CA 91205. 287 8½" x 11" pages, hardcover. $36.95 plus $1.50 postage and handling.

As a logical and direct follow-up to PCC—*The Car That Fought Back*, this volume is a detailed look at where the PCC trolley was operated and the companies that purchased them. While the previous book looked at the technical development of the PCC, this book presents 32 chapters illustrating where the cars ran and for whom. The coverage of most of the systems/cities is well in proportion to the extent of their PCC operation. Pittsburgh, for instance, is well covered in 24 pages with 58 photos and includes a chart detailing routes, date span of PCC operation, "home" carbarns and a look at the reconditioning program. The Illinois Terminal, with its one route and eight-car fleet, gets four nicely illustrated pages—and a shot of two museum-owned ITC cars on the Shaker Heights line in 1976. The smallest city to buy PCCs, Johnstown, Pa., also gets four pages, while Los Angeles—with separate coverage of LARy and Pacific Electric—totals 14.

All U.S. operations are documented along with Toronto, Montreal and Vancouver plus Mexico. The final chapter of 26 pages deals with European development and operations. Two loose 25" × 27" sheets, printed on both sides, are included with the book and contain rosters of worldwide PCC production. While there are no individual route maps in the book, there is a Map Bibliography referencing maps from other sources.

Interestingly, the first chapter—the chapters are arranged alphabetically—deals with the operation of Brilliners in Atlantic City, N.J., whose Altantic City & Shore R.R. never gave serious consideration to the PCC. This brief illustrated look at the PCC's one potentially serious rival is certainly appropriate.

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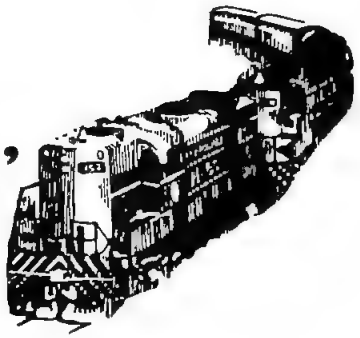

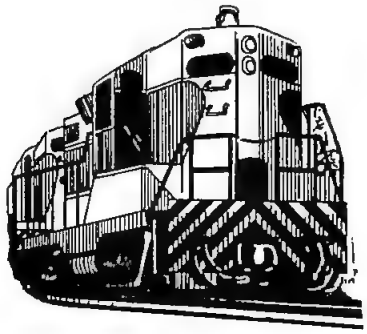

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This book is very handsomely and professionally laid out and contains over 600 photos, the vast majority of very high quality and accompanied with intelligent and informative captions. We have come to expect fine quality photographic reproduction from Interurban Press, and this volume carries on that very important tradition—JOE L. DIAZ.

Review: Slide sets

Tom Gildersleeve, 23553 Heather Knolls Place, Newhall, CA 91321.

There are some truly remarkable images available in Tom Gildersleeve's limited edition duplicate slide sets, and scanning his past and current production lists will whet one's appetite. We received for review two of his recent sets, Set 175 "*Coast Daylight* and its 4-8-4s," and Set 200 "Union Pacific 3985," and were extremely impressed.

Tom designed and built his own slide-copying equipment and uses Kodak's Ektachrome duplicating film and Kodak processing. On the older material where the original film has begun to color shift, color corrections are made to whatever degree possible on the duplicates. Every original gets a series of test exposures before the production run to assure the best possible overall quality. The final slides are neatly imprinted on the Kodak cardboard mounts with the set and slide numbers for permanent reference; a neatly typed and photocopied accompanying sheet gives location, date and photographer's credit.

The *Daylight* Set 175 consists of 24 slides and sells for $18.50 (Cal. residents add 6% tax, Los Angeles County residents 6½% tax). The work of Jack Woods, Frank Peterson, Fred Ragsdale and Ralph Lettelier, it is a stunning collection of views of the *Daylight* 4-8-4s in regular service in the late 1940s and early 1950s (an interesting study in weathering compared to the Imron 4449 of the 1980s). The original slides and duplicates can be described as nothing short of excellent considering the films available at that time and the age of the material. A few of the action shots show a trace of motion blur, but in general the images are sharp and crisp. The set begins with three L.A. engine terminal scenes followed by six shots at the station throat of engines backing in and the

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Noon Daylight departing. Probably the poorest shot in the set from the standpoint of composition is offset by its unique subject matter: a *Daylight* passing behind a couple of similarly-colored Pacific Electric PCCs at Glendale. This is followed by a dozen scenery-and-action shots including the Chatsworth Rocks and four going-away shots showing the obs and perfectly-matched train to fine advantage. The set concludes with two views of the *Noon Daylight* taking water at Santa Barbara in 1948. Here in one set are the finest color views I've ever seen of the *Daylights*.

Looking at something more contemporary, the Union Pacific 3985 Set 200 is made up of June 1982 views of the 4-6-6-4 on her runs to Pocatello and Salt Lake City by Alan Miller and Tom Gildersleeve. It consists of 20 slides and sells for $15.50. In this set the 3985 was running unassisted and presents a good variety of views both on the road and in yards. Of particular note are the overhead shot at Cutler Dam trestle in Utah and a stunning smoky broadside at Point of the Mountain. The red cliffs of Echo Canyon make for a memorable shot, and there's a very well done night scene at Green River. The quality is such that every one of the shots could be passed off as an original.

In Gildersleeve's business, he makes up between 50 and 100 copies of each set, and once they're gone, they're gone—the originals have generally been returned to their owners. He puts out a list of available sets and those that are in production, with a discount of about 10% given on advance orders within a specified period before delivery.

His current list includes such subjects as SD&AE, Santa Fe, UP, BN, NP and Cajon Pass diesel action as well as vintage Santa Fe, DM&IR, SP and UP steam and such contemporary steam subjects as C&O 614, SP 4449, N&W 611 and Southern 2716. Because of the "lead time" in magazine production and the nature of limited run slide set production, we can't guarantee that any of the specific sets we've mentioned are still available, but they are indicative of the quality of material Gildersleeve offers. For an up-to-date list of his slide sets, send a stamped, self-addressed envelope (SSAE) to the above address—J.B.

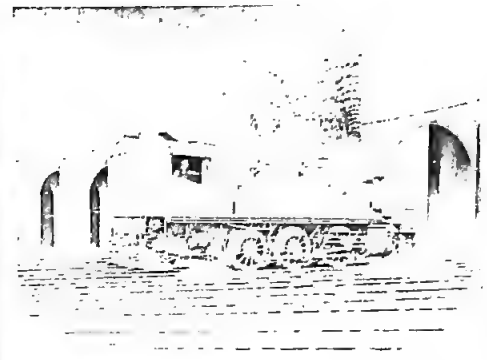
Videos

"Norfolk & Western Steam in Action," by *Crestline Studios*, 15 Kensington Drive, Hopewell Junction, NY 12533. 25-minute VHS or Beta color video-cassette; $49.95.

Back in the summer of 1958 Kevin Bonner took his movie camera—apparently 16mm color—lineside on the N&W between Norfolk and Christiansburg and got some fine steam action. These are the type of films that would "leave 'em in the aisles" at an NRHS meeting, and they transfer to video with remarkable quality.

Since Bonner's films were made without sound, however, Crestline was faced with the problem of adding an audio track to the videotape, and the end result ranges from very good to ludicrous, with the overall effort coming across as amateurish at best. It sounds like the audio was dubbed through an open microphone from records or tapes rather than electronically through some kind

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14" x 17" - $15.00 ea. and 17" x 20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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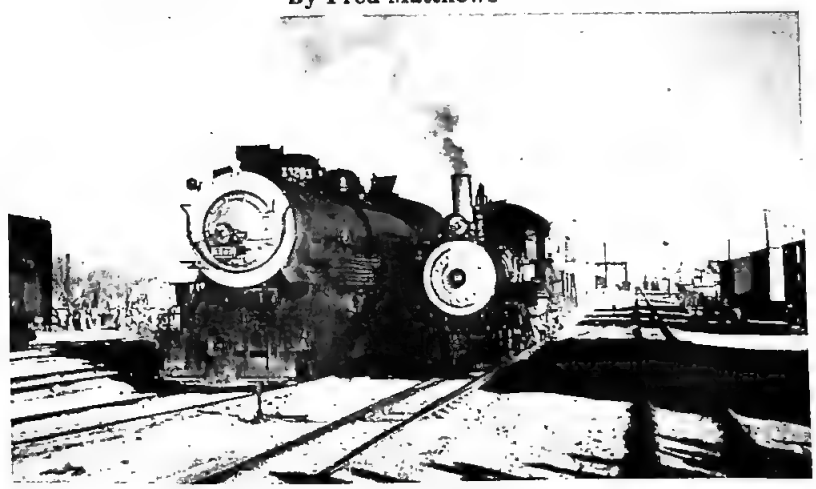

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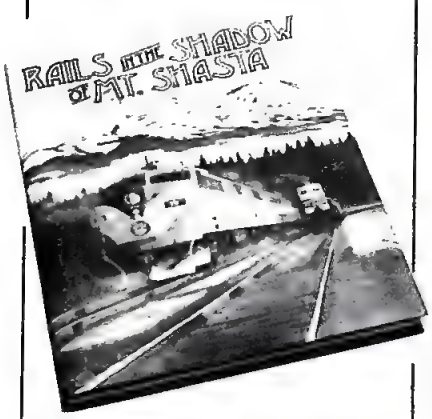

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of mixer, and while the narrator comes through very well, the music and steam sound is very poor. Some of the steam sound dubbing is reasonably good and most of the music is at least inoffensive—but a diddly-bop version of "Down by the Station" is jarringly inappropriate as a J departs Roanoke alongside a K. Those regal machines captured on a fine film sequence are *not* "little pufferbillies" under any circumstances!

However, you can easily overlook the sound track and concentrate on the action, and there's plenty of that. There are A's, J's and K's in action around Norfolk to start things off, along with yard scenes and some 0-8-0s. Then it's over to Roanoke for action at the passenger station with a J and K side-by-side preparing to depart eastward; the J departs—accompanied by that horrible music—and then we're treated to a cab ride on the K to Blue Ridge on the two-car local consisting of an N&W baggage and a standard RF&P coach. Then the action begins as a J sweeps downhill with a fascinatingly hodgepodge consist on the *Pelican.* Next comes an A (2-6-6-4) struggling uphill meeting the Crewe Local with a non-streamlined 4-8-2 right in front of the Blue Ridge depot. Then we discover that the A has a pusher—the *Jawn Henry* steam-turbine-electric! The footage of the *Jawn* is worth the price of the film all by itself. That is followed by more articulateds on westbound hopper trains and the *Birmingham Special* striding uphill behind a J.

The next stop is Christiansburg, where 4-8-0 376 is lining up the Blacksburg Mixed. There's a parade on the main line as the 4-8-0 does its work with J 600 passing by on the *Powhatan Arrow*—complete with round-end obs—and an eastbound coal train behind a Y6 2-8-8-2 with another Y pushing. Then comes the 604 on the eastbound *Tennessean* before the mixed moves out and we get a brief ride on the branch with some fine switching action with the 4-8-0.

The film wraps up with more action at Christiansburg including coal trains and the 606 on the westbound *Tennessean.* The final scene is a classic with a Y6 viewed from an overhead bridge working uphill backlighted by the late afternoon sun. As she slogs beneath us and off to the east she meets another Y with a downbound hopper train in perfect view of the camera. We're treated to a few moments of eastbound loads meeting westbound empties before both cabooses show up and the eastbound pusher drops off on the fly right before the camera. It's magnificent!—J.B.

We'd like you to meet...

GARY POWELL AND SON, BOBBY, IN 1979.

Gary L. Powell

The author of the article on the Iowa Railroad has been a good friend of Editor Jim Boyd since they began railfanning together in Rockford, Illinois, in the mid-1960s and shared many trips to Chicago, Omaha and other places. Born in 1944 in Morris, Ill., near the Rock Island Railroad, Gary grew up in Rockford where he started HO model railroading at age ten and turned to railfan photography in 1965. He was the first secretary-treasurer of the newly-formed North Western Illinois Chapter of the NRHS at that time, and has since become involved with the GM&O Historical Society and was president of the Rock Island Technical Society in 1979-80.

Gary's first photos were published in RAILROAD MODEL CRAFTSMAN in 1967, and his credits have since appeared in *Trains, Extra 2200 South, The Shortline, Passenger Train Journal, Prototype Modeler* and a *BN Annual* as well as R&R and other publications. He has logged many miles over the years throughout the Midwest covering short lines, railfan activities and the Class Ones, and for the last several years he has authored a column and numerous feature articles for *Midwestern Rails.*

He is employed full time as a civilian at the U.S. Army Arsenal at Rock Island, Ill., and started college part-time in 1981 at age 36. What makes his story remarkable is that in late 1973 Gary was afflicted with a very rare genetic disease called Adrenomyeloneuropathy, AMN for short. It is a crippling disease similar to Multiple Sclerosis, and for the past decade he has needed crutches to get around—but get around he does, and he's well known, especially around the short lines of Iowa, as the railfan on crutches.

Gary's former wife still resides in Rockford with their son Bobby, now 13, who will often accompany his dad on local rail jaunts, although Gary acknowledges that Bobby can't really be considered a railfan.

An energetic photographer shooting mostly color slides, Gary started out with an off-brand rangefinder borrowed from his father but quickly switched to Pentaxes (as did just about everybody in Rockford at that time, including Boyd), beginning with Hla's and working up through an SP500, SP1000 and Spotmatics before turning to an OM-1 with a winder. His current love is a Nikon F3 with and MD4 motor drive and NiCad battery pack.

Gary had left Rockford in 1972, moving to Moline, Ill., where he resided until moving across the Mississippi River to Bettendorf, Iowa, late last year. Living near the Rock Island's namesake heart, Gary made following that doomed railroad's last years a special project, and he traveled the system extensively. He is presently following up on the short lines that have developed in the wake of the Rock, such as the Iowa Railroad and the Iowa Northern. His future goals include finishing college and railfan trips to Maine, Vermont and Canada.

Transit Currents

BY GEORGE M. SMERK

CERA's 45th Year

Persons interested in railroads are blessed today, but it was not always so. Organized activities by rail enthusiasts in the United States only date back about 50 years, and large-scale publication of fan-oriented books has come along only since the end of World War II. With the abundance of books on railroads of all types available today, it is hard to believe there was a time when publications of any sort involving railroads (apart from highly technical works, texts or trade publications) were rare indeed. Well-organized fan groups and activities such as fan trips date only from the 1930s, and, interesting to note, groups enthusiastic about electric railroads, interurbans and street railways were in the forefront of activity. Among these early groups were the Electric Railroaders Association, based in New York, and the Central Electric Railfans' Association, founded in Chicago.

Not to diminish the other organizations in any way, but by all measures, surely one of the most august railfan organizations in the United States is the Central Electric Railfan's Association. CERA was founded in 1938 by George Krambles, Bill Janssen and others active in electric railway circles in the Chicago area. In 45 years CERA has become a well-known and respected organization. Much of the respect is due to the superb bulletins that the CERA has issued ever since its beginning. Although the first CERA bulletins were relatively crude affairs utilizing typewritten copy and captions, the pictures were reproduced remarkably well for the time. The CERA and its bulletins have come a long way since 1938.

To celebrate its 45th anniversary, the CERA held a convention at the Bismarck Hotel in Chicago over the Memorial Day weekend of 1983. As a sign of the maturity of the organization, it is worth cataloging the delights carefully arranged for the attendees. The whole procedure started off on Friday, May 27th, at the regular last-Friday-of-the-month meeting, where there was a huge attendance and some excellent movies of the North Shore Line. It proved to be an apt beginning for a program that was to feature the past, the present and the future of electric rail transit in the Chicago area, a theme much in keeping with the activities of CERA over its many years.

On Saturday, May 28, 1983, more than 300 attendees from all over the country enjoyed a fantrip on the Chicago South Shore & South Bend. Four of the new stainless steel cars chartered by CERA were attached to a regular two-car train for the 9:58 a.m. departure from Randolph Street. Dropping the two regular cars at the shops in Michigan City, the four-car train then proceeded on to South Bend and lingered at the South Bend terminal for a brief photo stop. The special then returned to New Carlisle for another photo opportunity and a box lunch. Then it was west to Michigan City to be united with a two-car train for the return to Chicago. The CERA riders had much to celebrate on the South Shore beyond the smoothness of the ride of the new cars: South Shore passenger service had been saved, and the new cars were only the most visible manifestation of this fact. It was a good symbol of the resurgence of electric transit in the nation.

There was a gala banquet on the evening of the 28th at the beautiful theatre and ballroom in the Bismarck Hotel; again, the proceedings mirrored the past, present and future of electric traction. The large group included many high-level electric railway professionals from all parts of America come to celebrate not only CERA but the virtual electric railway revolution now taking place. As is appropriate at grand occasions there were talks. Some of the original founding members of the CERA commented on its long and happy life. Harold Geissenheimer, general manager of the San Francisco Muni Railways, discussed the Trolley Fest that was to be operated—and quite successfully as it turned out—in San Francisco during the summer of 1983. George Krambles announced the winners of the George Krambles Transit Foundation Scholarship awards. Yours truly gave a brief talk on the future of the South Shore. The happy evening concluded with some films of the Chicago Surface Lines, including some poignant footage of the last streetcar operation in Chicago, a reminder of past events that were less than joyous.

Sunday, May 29th, was the day to visit the electric railway museums in the Chicago area. An early departure put us by midmorning at the Relic Museum west of Chicago where a three-car train of Chicago Aurora & Elgin equipment greeted the CERA delegates. Also on hand were CTA el cars, an open car from Brazil and a North Shore Line car.

After lunch the delegates reboarded the charter buses and proceeded to the Illinois Railway Museum at Union, Illinois. There was traction action aplenty at Union, including a Chicago PCC in operation on the inner loop, and an Illinois Terminal train in operation on the main line, along with a four-car train of CTA rapid transit cars, a two-car North Shore Line train, and the Frisco 2-10-0 pulling two Lackawanna open-platform suburban cars and one Rock Island suburban car.

If all that preceded wasn't enough, on Monday, May 30th, the final event was a tour of the CTA Rapid Transit system in two six-car special trains. Beginning on the elevated Loop at Randolph and Wells, next to the Bismarck Hotel, the special train first ran to Jackson Park on the South Side elevated (actually to University, because the tip of the line to Stony Island Avenue has been closed due to weakness of the bridge over the ICG tracks). And then it was on to the Englewood Branch and to the attractive new terminal that has been built extending that line to Ashland Avenue for easier transfers between buses and trains. From Englewood the train followed the regular South Side/North Side elevated and subway route through the central business district to Howard Street at the north city limits of Chicago. There, transferring to a train of articulated cars used on the Skokie Swift, trips were made to Skokie and Evanston. Back at Howard Street the delegates once again boarded the original special trains and returned to Wells and Randolph for lunch.

After the lunch break the special circled 'round the Loop and headed out on the Lake Street Line, then backed over the connector (not used in revenue service) to the Douglas Park Branch and ran to the Douglas Park Terminal. From Douglas Park the train proceeded into downtown Chicago by way of the Dearborn Subway and out along the Milwaukee and Kennedy Expressway Line to the new rapid transit extension toward O'Hare Field as far as River Road, the terminal at that time, of the line destined to reach O'Hare Field sometime in 1984.

In sum, it's quite an event for an organization like CERA to reach 45, and the celebration showed that the organization—and those who direct its efforts—were not resting on laurels or growing stodgy or complacent with age.

It would be fine if fan organizations simply had meetings, showed pictures, traded talk and items, renewed friendships and rode electric railway lines, but many of these organizations, such as CERA, do much more than that. The real contribution of certain fan organizations lies in recording the past. Perhaps the endeavors are set in motion by enthusiasm for electrically-powered railroads, but the literary efforts sponsored by CERA and others help Americans know their past and understand their heritage better. And nowhere is it more true than in the electric transit area that the past is prologue; by knowing and understanding the past and appreciating the movement of the present, we can better grasp what the future may hold.

The development and growth of the electric railway industry was relatively brief in American history if we confine our thinking to what I like to think of as the first phase of electric traction which began in 1888, matured around World War I and reached its nadir in the 1950s and early '60s. This span of our history was a critical period in American life; it was the time in which the U.S. became a great industrial nation and when the process of urbanization moved at a frantic pace. The electric streetcar became the city's agent of mobility, moving the public to work and play and shaping the growth of urban places. Moreover, in many parts of the country, electric interurban railways tied together cities large and small; the interurban played a particularly vital role in places where passenger service by the steam railroads was not really adequate to meet the needs of small communities. If the streetcar tied city-dwellers together, the interurban melded larger areas into a social and economic fabric to a degree that had been unknown before the advent of electric traction.

That is why CERA's 45th anniversary gathering, the trips organized and the films

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Transit Currents

shown, symbolized the vital past, present and future of electric railways to me. The CTA rapid transit trips used the historic but still-useful past of transit tied to the present. The Loop elevated and the Milwaukee Avenue elevated line are confections of the 19th century heyday of transit; when our train dove into the subway tunnel linking the Milwaukee el with the rapid transit line in the median of the Kennedy Expressway, we entered late 20th century rapid transit. The ride on the South Shore celebrated the past role of the interurban and the modern role of the electric commuter railroad helping to make life better and easier in our own turbid age.

It is appropriate, then, that the book published by CERA in its 45th year symbolizes the electric railway's critical role in the past. Bulletin 122 of the CERA, *Fort Wayne & Wabash Valley Trolleys*, is a gem of a book and a real treasure to those interested in electric railways and in local history. George K. Bradley, the author and, surely one of the most knowledgeable people in the field of electric railways in the U.S., has done an absolutely superb job in putting together this all-embracing history. Beginning more than a hundred years ago with early horsecar operations in Fort Wayne, the book travels the path to the present with coverage of local bus operations. In microcosm, it is the history of the development of local transit and intercity electric railway transportation in the U.S.

George Bradley treats all of his history clearly and concisely. He provides brief biographies of the key people involved in the situations that led to the creation of the various corporations and their merger. He gives a beautifully detailed portrait of the major improvements made to transit service in Fort Wayne—a city which, for its size, has always enjoyed first-rate transit. He also gives us a felicitous history of transit in Lafayette and its trials and triumphs, along with a fascinating bit of history involving the almost legendary Purdue University interurban test car. This vehicle was used by Indiana interurbans, and others in adjoining states, to run various tests and, also, to teach electrical engineering students at Purdue something about electric railways.

The book is much more complete than most electric railway histories in its coverage of the arrival of the trolley coach and eventually the diesel bus in Fort Wayne and Lafayette. The book is crowned by an excellent and extensive roster of cars and buses and is probably the most complete possible collection of such information. To delight the eye and create the atmosphere for the extensive text, the book is lavishly illustrated with hundreds of photographs which are treated to a high quality of reproduction. The maps at the end of the book by Max Zink are, if anything, better than Mr. Zink's efforts in the past for CERA. There are detailed maps of the entire interurban line in the Wabash Valley, excellent maps of the barns and shops in Fort Wayne and elsewhere, and really fine maps of the electric railways of Fort Wayne, Peru, Lafayette, Logansport and Wabash.

This work rates as high on its scholarship and completeness as anything I have yet seen in its field. In short, the book is beautifully produced, and well worth its $36.00 price. Of course, there are a few quibbles. An index would be enormously useful, as would an organization chart and family tree of all the many companies that were involved in the Wabash Valley. It would also be handy if some portions of the maps were run into the text so that a reader need not constantly flip back and forth between the maps and the text. But these are small quibbles. The CERA and George Bradley have done proud by Bulletin 122. *Fort Wayne & Wabash Valley Trolleys* is a most mature and appropriate work to celebrate the 45th anniversary of CERA.

All of us who enjoy the benefit of the work of electric railway enthusiasts should give a tip of the hat to the dedicated people involved. CERA and its books and programs, along with the many other dedicated organizations working in the traction field, have helped keep the interest in traction alive during the days when electric traction almost faded from the American scene. These organizations and many of their members are, in part, responsible for the present renaissance of urban electric railways in the U.S. We are much in their debt.

South Shore cars to Iowa

Paul Swanson of the Boone Railroad Historical Society (Boone & Scenic Valley Railroad), 816 Story Street, P.O. Box 603, Boone, IA 50036, sends word that the Society has purchased five of the old Chicago South Shore & South Bend interurban cars. The BRHS is planning to re-electrify a portion of the old Ft. Dodge, Des Moines & Southern Railroad near Boone, Iowa. At one time, the Ft. Dodge line was Iowa's longest interurban—passenger service ceased on the line in 1955, and BRHS hopes to revive at least a memory of interurban glory. Eleven miles of the Ft. Dodge line have been purchased from the Chicago & North Western to carry out the operations plan.

The cars are not the only treasure from the Hoosier Holyland. The Columbia Avenue substation on the South Shore line yielded two old rotary converters, a transformer and other associated gear which was purchased by BRHS when the Northern Indiana Commuter Transportation District installed new solid-state switch gear. BRHS also received a portable substation as a gift from the Northern Indiana Public Service Company.

Great things are possible in Iowa. The eleven miles of track which BRHS has purchased includes the famous high bridge of the Ft. Dodge line. This structure is 156 feet high and 800 feet long and probably one of the most-photographed interurban structures in the U.S. The old South Shore cars will have a new lease on operating life in their new Iowa setting. Two of the five cars acquired are the short, 60-foot original-length cars. The others are the lengthened modernized cars—77½ feet long—and, according to Mr. Swanson, all are in good mechanical condition. These were among the very last old cars still in active service on the South Shore during the summer of 1983. The cars are to be restored with South Shore colors, lettering and numbers. The BRHS is also planning to restore the last existing Ft. Dodge Line car.

The BRHS has already taken a shot at railroad operations. Mr. Swanson reports that in October-November of 1983, the Boone & Scenic Valley Railroad carried over 3,000 people in train rides three miles out to the famous high bridge. The railroad owns a 1943 GE center-cab diesel, an open-air car and a 1902 wooden caboose, in addition to the South Shore cars. The railroad hopes to begin electrification soon so that electric operations will be possible by the summer of 1985.

Summer 1984 rail operations will embrace a 1½-hour, 10½-mile round trip. Departures from Division Street yards at Boone will be at 11:00 a.m., 1:00, 3:00 and 5:00 p.m. on Saturdays and Sundays, from Memorial Day through October 28th. Good luck to the folks at the BRHS.

Save the trolleys!

The Great Plains Railroad Museum, Inc., P.O. Box 3096, Omaha, NE 68103, sends us word that the six remaining trolleys of the Omaha Street Railway are badly in need of preservation. Unless acquired by the museum soon, the streetcars will be burned for the scrap metal they contain. The Great Plains Railroad Museum is therefore soliciting financial help in any amount. It's expected that the full job of rescue is going to cost about $5,000; the donations are tax deductible according to the museum.

Flashes

Steve Scalzo sends news indicating that there is dissention in **LOS ANGELES** about the arrangements to build a metro rail subway station in conjunction with a May Company Department Store on Wilshire Boulevard. The city planning department thinks that the Southern California Rapid Transit District (SCRTD) gave away the store and the store didn't give away enough. In any event, the flap is over the control of four of the six exits from the station by the May Company. However, the May Company, through its subsidiary, Parklabrea, will end up bearing about $22 million of the estimated $75 million cost of the station.

Dr. Richard Day sends information about Los Angeles and San Francisco. There is much jockeying for a position among communities in **LOS ANGELES** over who is going to get what. Groups in the San Fernando Valley are pushing for a light rail line between the north Hollywood terminus of the Metro Rail System and the west valley area. Other groups are pressuring the Los Angeles County Transportation Commission to extend a trolley line from downtown, through Chinatown and Lincoln Heights to Pasadena.

In **SAN FRANCISCO**, with limited funds available, it appears that it's either a BART extension from Daly City to San Francisco International Airport or the extension of the peninsula commuter train—dubbed Caltrain—from the Southern Pacific station at Fourth and Townsend Streets to the Transbay Terminal. There is major concern about the commuter overload on the highways coming from the south into San Francisco. Planners predict it will take four hours to make the 45-mile trip between the San Jose area and San Francisco by the turn of the century unless the rail service is greatly improved. The BART extension south from Daly City to the airport could handle part of the load. A rail service of some sort can probably be justified with ease, and both extensions may make sense. The question is where the dollars are to come from.

The Indiana General Assembly has passed a law enabling the Northern Indiana Commuter Transportation District to purchase the **CHICAGO SOUTH SHORE & SOUTH BEND** from the Chessie System.

Gil Burgess sends news from **CANANDAIGUA**, New York, that the Up-State Transport Consortium (555 West Main St., Palmyra, NY 14522) and the Canandaigua Chamber of Commerce has studied the feasibility of a rubber tired trolley system. Such a service might be in place during the summer of 1984. Maybe this will be a first step toward the real thing?

Felix E. Reifschneider writes that the Texas Division of the Electric Railroaders' Association has agreed to buy the **STEVE McGUIRE** collection of negatives and pictures. It will be made available to fans. More information on this will be provided as it becomes available.

N.R. Seidelmann sends information that problems with the doors on the new Broad Street subway cars opening unexpectedly are still giving fits to **SEPTA**. Over in Camden, **PATCO's** Broadway Station will be closed down for about two years in order to construct a $14 million transportation terminal for Camden.

The **SACRAMENTO** Transit Development Agency awarded a contract on January 25, 1984, to Siemens-Allis, Inc. of Atlanta for 26 light rail cars at a low bid of $785,000 per car. The deliveries are to begin in July 1985, with the final units to be delivered in January, 1986. The articulated cars will be about 80 feet long, have 64 seats, be air-conditioned and be capable of speeds up to 55 miles per hour while operating in trains of one to four cars. Trains will run on the 18.3-mile system from Watt Avenue and I-80 in the northeast of Sacramento, through downtown, to Butterfield Way near Bradshaw Road.

From the **NORFOLK**, Virginia area, Joseph Donadio sends news that a bare-bones rail system may be a first step toward linking downtown Norfolk with Virginia Beach. The no-frills start-up would consist of an hourly rail service along existing Norfolk Southern right-of-way from Norfolk State University to the Mediterranean Avenue-Southern Boulevard intersection at Virginia Beach. Train running time will be about 70 minutes. The fully-completed, electrified rail system would link each downtown core area in approximately 40 minutes. Bus links with the downtown would be needed with the start-up service.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

LOCOMOTIVE QUARTERLY

Volume VII, No.3
available late April

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DEALER TERMS AVAILABLE

GENERAL ELECTRIC The first of GE's new microprocessor "Dash-8" units began showing up in the field in March and April. Two "B32-8" units 5497 and 5498 were spotted on the BN in BN colors but without lettering, while N&W "C39-8" units 8550-51 in Norfolk Southern livery made their revenue service debut out of Bellevue, Ohio, on April 7. Both the BN and NS units have the new carbody with all of its lumps and louvers and the new cab and squared-off nose. The designations would indicate 3200 h.p. for the four-motor unit and 3900 for the six-motor.

Electric freight power returned to the Amtrak corridor between the New Jersey Meadows and Potomac Yard in Alexandria, Va., as GE indulged in a couple of weeks of testing of Conrail "E44" 4453, which is in actuality a 6000-h.p. experimental upgrading of an E44 with lots of new lumps and louvers. Tested on piggyback trains TV23/TV24, the unit did most of its running at night and was always accompanied by a diesel to get it through the areas at the terminals where the overhead wire has already been removed. The unit is a test bed for some new ideas in electric-diesel m.u. and may be a prototype for upgrading and resale of the now-useless E44 fleet. With the wire coming down in the yards, there is little hope for future use of conventional electric freight locomotives by Conrail.

And in Florida, the Florida East Coast has been testing GE's new fuel-efficient 12-cylinder B30-7A1 units in the form of Southern 3504 and 3505 during March 1984. Unofficial word indicates the FEC is saving about 100 gallons of fuel per trip on the Jacksonville-Miami runs over its usual GP40s.

Out on the prairies, one of GE's vagabond 144-ton centercab switchers—first demonstrating on the C&NW and then BN—has found a home. BN1101, retaining its green and black but minus BN lettering, is now at the Southwestern Electric Power Company (SWEPCO) car repair facility a few miles east of Alliance, Nebraska. One side of the cab has been lettered SWEPCO.

NORFOLK SOUTHERN Out in Chicago, that Geep that looks like it got an RS11 midsection stuck onto its roof is the first N&W-designed "TC10" switcher. No. 100 was originally GP9 518 and has been rebuilt with a 12-cylinder Caterpillar 3512 diesel engine, rated at 1050-h.p. and swinging a KATO alternator connected to D77 traction motors. The unit is a "key-start" locomotive that can be shut down when not in use, as its cooling system is small enough to be protected by anti-freeze (the reason virtually all other diesels must be kept running or otherwise protected when shut down in cold weather is that the liquid volume of their cooling systems are too great to permit economical use of anti-freeze). Only the long-hood end radiators are used.

BOMBARDIER ACQUIRES ALCO Bombardier, Inc. entered the locomotive business in 1975 by acquiring the Montreal Locomotive Works, historically the Candian licensee of American Locomotive Company. While Bombardier continued construction of locomotives based upon the Alco designs, Alco Power, Inc., (owned by General Electric of Britain), was still producing engines and replacement parts—but not locomotives—in the old McIntosh & Seymour plant in Auburn, New York. Bombardier has just brought Alco Power into its corporate family, and by doing so now controls all North American production of the 251 diesel engine—WALTER A. APPEL.

BOSTON'S NORTH STATION In the predawn hours of January 20, 1984, a fire was reported burning at the pier which carries the B&M/MBTA tracks into Boston's North Station from the east end of the landmark 1920s-vintage double lift bridges over the Charles River. When the smoke finally cleared three days later, the structural support for the tracks east of the bridge—as well as that of the adjacent parking lot—had been completely destroyed. Apparently originating as an electrical fire, the blaze consumed the asphalt-covered creosoted pier in a spectacularly smoky multi-million dollar fire. As a result, train service into North Station has been suspended indefinitely, and the north side commuter trains now terminate at a new temporary terminal about a quarter mile west of the drawbridges near the B&M's piggyback facility. Riders are bussed to a nearby subway station. Though it has been stated publically that the pier will be rebuilt and North Station reopened in six to nine months, little work has been done except for the removal of debris, and there has been talk of permanently closing North Station.

On a more upbeat note, the MBTA has acquired from Chrome Crankshaft in Silvis, Ill., four ex-BN GP9s, two of which are presently running on north side trains. The first two units (BN 1921/MBTA 1921 and BN 1848/MBTA 1920) retain their BN green scheme with the BN herald neatly painted out and replaced with the small MBTA "Circle T." The other two, BN 1724 and 1789, are to get numbers 1922 and 1923 and will likely be in service shortly.

Being neither HEP nor steam generator equipped, the BN units push-pull consists of Budd RDC cars which provide their own heating and lighting. The "T" has also recently acquired a nondescript SW9 (SCL141/MBTA 1900), which appeared on the property in tan primer paint with stacks capped. They also acquired from CP Rail in mid-1983 four RDC1s, which retain their distinctive CPR livery and can be seen operating in both north and south side service in both push-pull and self-propelled modes. They are regularly used together with ex-NH RDCs on the "Back Bay Shuttle" out of South Station.

To ease traffic congestion while a major highway undergoes a two-year reconstruction, the MBTA has leased a number of coaches from Toronto's GO Transit, which have been assigned to the northern routes. Meanwhile, renovations will drastically alter the South Station area, including a new wye and reconstruction of all station trackage—which will include removal of the photogenic signal tower and now-unnecessary lift bridge. Get your photos while you can—GREG NAZAROW.

SOUTHERN PACIFIC & SANTA FE The Santa Fe Southern Pacific Corporation was formed on December 23, 1983, with the merger of the parent companies of the SP and AT&SF, but the railroads themselves were not joined at the time because of the need to follow Interstate Commerce Commission procedures. On March 23, 1984, the SFSP filed a merger application with the ICC to form a new railroad to be named the Southern Pacific & Santa Fe, headed by Lawrence Cena, currently president and CEO of the AT&SF. SFSP Chairman John J. Schmidt said that, "No major line abandonments are anticipated in the application. The operating plan involves shifting of traffic over the most direct routes to expedite service, but there are no plans to cancel service to any community currently being served." The ICC has 31 months to act on the merger proposal.

MERGERS AT A GLANCE After a series of offers and counter-offers, the Grand Trunk, Soo Line and Chicago & North Western have firm bids for the Milwaukee Road on file with the ICC, which is expected to reach a decision on the matter by September 10, 1984. Milwaukee Trustee Ogilvie observes that the Soo Line seems to have the "marginally better proposal."

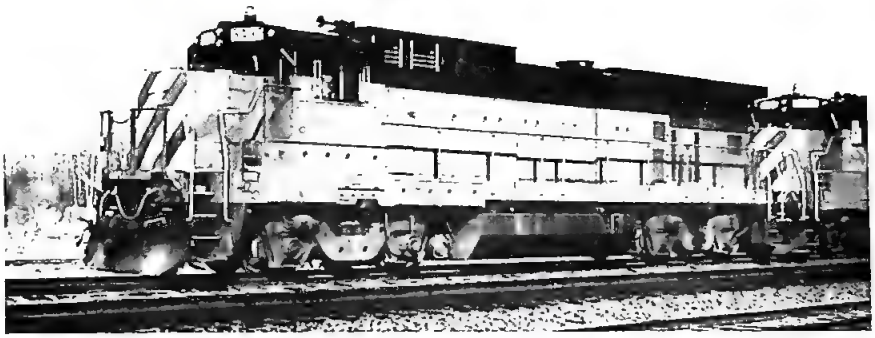
Meanwhile, there is now a second firm offer for Conrail—the first being a coalition of employees offering $500 million in cash and $1.5 billion in concessions—with the Alleghany Corporation offering $2 billion for the government's 85% interest. The Alleghany offer caused a small furor in Congress when it was pointed out that Allegheny had held controlling interest in the New York Central and had an interest in Penn Central. It was pointed out, however, that the NYC made money in all but two years under Alleghany control and that Alleghany owned less than 1% of Penn Central and did not control it in any way. In spite of interest in Conrail expressed by a number of major railroads—including Santa Fe Southern Pacific, CSX, Norfolk Southern and even Chicago & North Western—there have been no purchase offers made as yet by any railroad.

DOMES TO ALASKA Speculation about Amtrak "doing something" with the *Rio Grande Zephyr* consist was put to rest this spring when the three dome coaches (*Silver Colt, Mustang* and *Pony*) were sold to the Alaska Railroad along with three other former-*California Zephyr* dome coaches (*Silver Stirrup, Bridle* and *Lodge*) that Amtrak had acquired in 1971. The six cars will join seven dome coaches (a GN, SP&S and two CB&Q *Empire Builder* dome coaches plus three ex-UP domes) already on the Alaska Railroad. Three former-VIA Rail, nee-Milwaukee Road, "Super Domes" will also be used this summer by TravAlaska Tours as premium-style first class service on the Anchorage-Fairbanks Express trains. This gives the ARR a bigger dome fleet than Amtrak! The mid-May through mid-September Express consists of a daily train in each direction with full-service dining cars featuring "gormet Alaskan menus and full deluxe table service" plus the usual coach services—powered by F7,

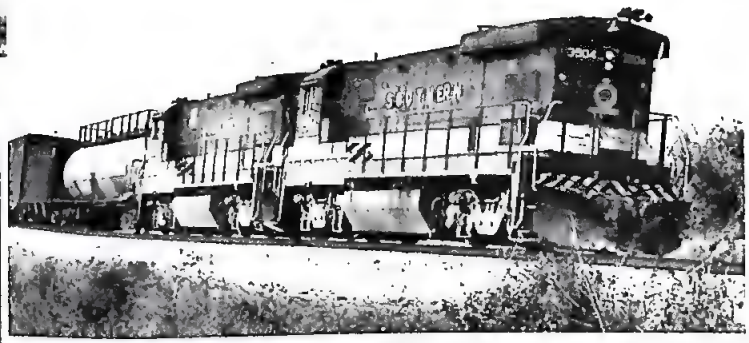
TOM CARLSON

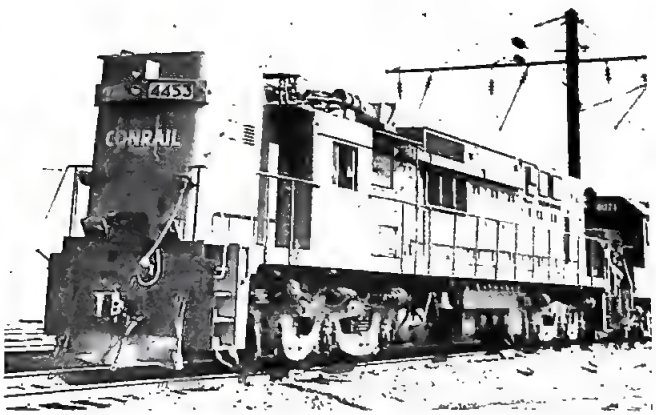
DAN DORKO

GENERAL ELECTRIC has the first of its microprocessor-equipped Dash-8 units on the road. Norfolk Southern C39-8s 8550-51 made their first revenue run (above) on N&W BR-86 out of Bellevue, Oh., on April 7, 1984. On March 22, C32-8s 5497-98 were westbound at Staples, Minn. (right), in BN green with no lettering. Meanwhile, the Florida East Coast borrowed SR B30-7A1's 3404-5 (below, at Cocoa on March 16) for testing and found their 12-cylinder engines very fuel efficient. Modified Conrail "E44" 4453 was upgraded by GE to 6000 h.p. and tested on Amtrak's corridor; it is shown (below right) at Kearny, N.J. on March 7. Still in BN colors, GE's ex-C&NW/BN 144-ton switcher 1101 (bottom) has a new home at Southwestern Electric Power in Alliance, Neb.



WILLIAM ROBINSON





KERMIT GEARY JR

JOHN C BENSON

JIM ALTMAN

NORFOLK SOUTHERN 100 is their first "TC10" switcher conversion, shown in Chicago (right) on March 31, 1984. Originally GP9 518, she now has a 12-cylinder 1050-h.p. Caterpillar diesel and KATO alternator. Her anti-freeze protected cooling system permits cold weather shut down.

FP7 and E8 diesels! The ARR is turning out to be a worthy successor to the *Rio Grande Zephyr* as America's last traditional passenger train with domes and real food. The ARR is also considering purchase of Los Angeles County's *El Camino* consist, which includes a former-CZ dome-lounge observation.

ON THE MARC The Maryland DOT/State Railroad Administration operates three commuter lines in the Baltimore-Washington, D.C., area, and for the first time these services now have a new unified name, "MARC," Maryland Rail Commuter Service, and a new logo to go with it. These are part of a new campaign to gain ridership on the state-subsidized rail commuter service. MARC operates five morning and evening rush hour trains on the B&O between Brunswick and Washington, four Baltimore to Washington and one Washington to Baltimore rush hour trains on the Amtrak corridor, and three Baltimore to Washington and one Washington to Baltimore rush hour trains on the B&O—all are weekday only. The equipment used includes rebuilt F9PHs, RDCs and m.u. cars.

THE CENTENNIALS Although the question remains about precisely how many of the UP's DDA40X Centennial diesels will be returned to service, their showing up on the main lines of the UP in March 1984 is so far *the* railfan news of the year. Reports indicate that in March and April the monster double-diesel units have been showing up on the point of piggyback hotshots in Cajon Pass and have become regular power on the OMW (Overland Mail West) over the Western Pacific through Feather River Canyon (see page 41). It is estimated that about half of the originally 47-unit fleet will be returned to service, and some are being cannibalized to make others serviceable. The shops are reportedly advised to avoid extraordinary measures to put the units into service, so those that were stripped of expensive parts will likely remain dead. The entire fleet had been storage in the desert at Yermo, California, since 1981, and few expected them to ever come out of there alive.

Meanwhile, the UP has also resurrected some of its stored SD45s and transferred them to Missouri Pacific lines. They have also ordered 60 SD50s—rated at 3600 h.p.—for late-1984 and early-1985 delivery to be painted UP yellow (lettering as yet undetermined) and assigned to MP lines. 120 MP GP18s are to be used as trade-ins.

SEABOARD SD50S The Union Pacific borrowed Seaboard SD50s 8502, 07, 10 and 21 for evaluation this spring. They were also loaned out to the D&RGW for a week of testing on Phippsburg-Denver coal trains. The D&RGW was sufficiently impressed that they changed their order for 20 SD40T-2s, slated for third-quarter 1984 delivery, to 17 SD50s. The new units will not be "tunnel motors."

FAREWELL FJ&G Even economical short line management can't keep a railroad going when the traffic dries up, and the Delaware Otsego System announced that on March 1, 1984, it was embargoing the Fonda, Johnstown & Gloversville in upstate New York and filing for a petition to abandon. The DO took over the FJ&G in 1974 and did well through 1980, but business dropped off to almost nothing in recent years, with early 1984 seeing only about two carloads of traffic on the line in a month.

OREGON & NORTHWESTERN One of the nation's more colorful railroads is shut down with its future in doubt. The Oregon & Northwestern, known to railfans for its fleet of four yellow and red Baldwin AS616s and picturesque setting, is connected to the "outside world" by a 150-mile branch of the Union Pacific that reaches over from the Oregon-Idaho border. In early March 1984, Malheur Lake, fed by heavy snow-melt and three years of unusually wet weather, flooded the UP tracks, severing the O&NW's only outlet. The lake is still rising and is not expected to crest until the end of June; there is no estimate on how long it will be before it recedes enough to clear up the UP line—and even when it does, the UP is making no secret of its desire to abandon the line. Even if the UP line reopens, the O&NW may not reopen its 51-mile main line north to Seneca, where its only customer, the John Day Lumber Company (about half a dozen cars a week, typically handled in a train once a week from Hines) is contemplating moving its mill. If that comes to pass, the O&NW will likely forsake its Baldwin roadswitchers for one or two switch engines to work the mill at Hines.

The O&NW made its last run to Seneca on March 6, 1984, with the last UP train arriving at the interchange at Burns (adjacent to Hines) on March 7 and returning the next day, just before the waters inundated the line. See page 67.

MARYLAND MIDLAND In December 1983 the Maryland Midland, operator of 18 miles of former-PRR trackage between Walkersville and Taneytown, Md., tripled in size when it purchased 36 miles of the old Western Maryland "Main Line" between Westminster and Highfield, Md. The two lines cross at Keymar, creating an "X" shaped railroad for the MMID. The largest customer on the new line is the Lehigh Portland Cement Company at Union Bridge, and the bulk of the line's traffic is outbound cement for the WM/Chessie interchange at Highfield.

To handle the new traffic, the Midland bought four former-BN SD24s (6244, 6250, 6252 and 6255) which had been traded to GE. They also have two ex-Gettysburg R.R. (nee-LIRR) RS3s. The Midland generally operates Monday through Friday with an RS3 working around Union Bridge in the morning and a pair of SD24s taking the road job out in early afternoon to Highfield, returning in the evening. They will make an occasional Saturday run if inbound traffic warrants. The new headquarters of the road is now at Union Bridge. See page 2.

THE *DEARBORN DELUXE* Chicago's 20th Century Railroad Club operated a pair of excursions on the weekend of March 17-18 using the beautifully restored privately-owned Milwaukee Road Skytop observation *Cedar Rapids*, a former-AT&SF full length dome and an ex-UP diner on the back of Amtrak trains 350 and 355 between Chicago and Detroit. Passengers had the option of going from Chicago to Dearborn, Mich., on Saturday, spending the night and touring Greenfield Village and the Henry Ford Museum with a return Sunday evening, or making a one-day round trip on either day. Al Urban's dining car crew got high marks for their superb meals and service.

UNION PACIFIC 4-8-4 8444 Trailing a fine-looking ten-car passenger consist, UP's 4-8-4 8444 departed Cheyenne, Wyoming, on March 9, 1984, bound for the World's Fair site at New Orleans. The trip took seven days, routed on UP and MP trackage with stops in 34 cities and layovers at North Platte, Omaha, Kansas City, Kirdkwood (St. Louis), North Little Rock and Alexandria, La. The train was permitted some fast running over much of the route. Upon arrival, the 8444 was immediately placed on a short section of track in the fairgrounds adjacent to the UP pavilion (R&R March '84 page 29), and the temporary tracks behind her were removed to permit construction to begin on another structure that will block 8444's exit until the fair is over and the building can be removed this coming November.

A problem with some broken staybolts during the 8444's hydrostatic test a few weeks before the run triggered a flurry of railfan rumors about a "disaster" with the engine, but the situation was quickly resolved when replacement bolts were located. While the problem was a potentially serious one, it was discovered in the normal course of the hydrostatic test.

THE CRAB ORCHARD & EGYPTIAN Will the Crab Orchard & Egyptian, southern Illinois' steam-powered piggyback-hauling railroad, get back into the steam passenger business? "No," says President Hugh Crane, citing the fact that they sold their coaches (ex-ICRR m.u. trailers) in February 1980; they are today in Amory, Mississippi. The CO&E's 2-4-2 is presently in the process of being sold to the Ford County Historic Railroad Preservation Foundation of Dodge City, Kansas.

Meanwhile, the ex-Roberval & Saguenay 2-8-0 17 is still used on the "road jobs," while the four-wheel gas-mechanical No.1 is used for local switching around the CO&E's home facility at Marion, Illinois.

THE "MAYOR'S SPECIAL" The D&RGW Ski Train enjoyed a good season this year, both in ridership and equipment used. The train, which operates weekends between Denver and the ski slopes at Winter Park between January 7 and April 8, was sold out for most

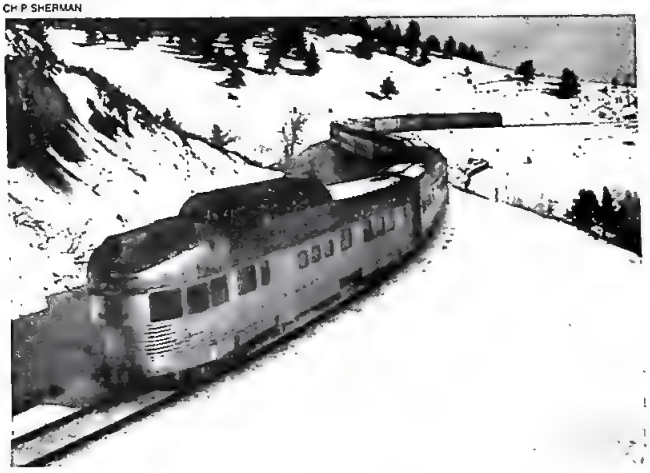
THE *DEARBORN DELUXE* excursion from Chicago arrives at Detroit's impressive Michigan Central Station on March 18, 1984, with three special cars on the rear of Amtrak No. 350, *The Wolverine*. The consist includes an ex-UP diner, ex-AT&SF Super Dome 513 and ex-Milwaukee Skytop obs *Cedar Rapids*.

BOB HEAVENRICH

CLARENCE A. CHAPUT

UNION PACIFIC 4-8-4 8444 and a matched train passed through Dupo, Ill., on the MP on March 13, en route to the New Orleans World's Fair.

CHIP SHERMAN



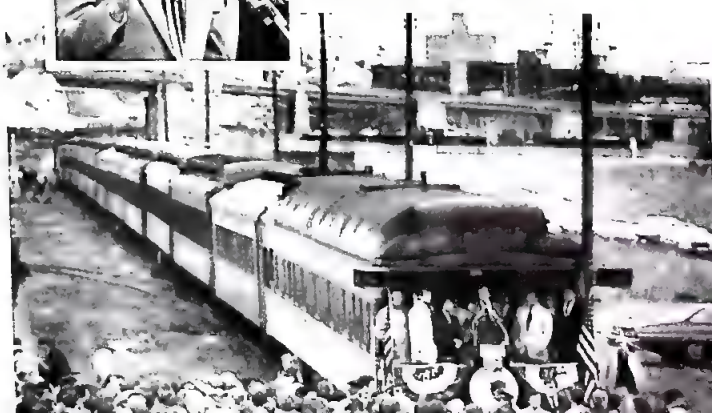
THE "MAYOR'S SPECIAL" was tacked onto the regular D&RGW Ski Train on March 24 with the *Silver Shop* and *Silver Sky*, here at Plainview.

trips. The consist was usually made up of one of the ex-*Prospector* baggage-coaches and the eight ex-NP coaches. The smallest train and lightest load was a five-car consist on January 8 (R&R May '84 page 2), while the longest train of eleven cars was run on March 24 when Denver Mayor Peña, the city council, the Winter Park Recreational Association and their families went up to Winter Park for their annual inspection of the Denver-owned park, which is one of the state's finest ski resorts. To accommodate the mayor's party, the *Silver Sky* and *Silver Shop* (ex-*Rio Grande Zephyr*/*California Zephyr* dome-lounge observation and dome-buffet-lounge-dormitory cars, respectively) were added to the train. This was the first time these cars have seen service since the last trip (April 23-24, 1983) of the *Rio Grande Zephyr*. Up front, the traditional RGZ F-units and Alco PB1 steam generator (on EMD trucks), pulled the beautifully matched Grande Gold train. The Ski Train's season was extended by one week to April 8 to accommodate an Eskimo Ski Club reunion. Thus, the 1984 Ski Train completed a season of 14 weekends of operation—CHIP SHERMAN.

CANDIDATE GARY HART On April 7, Gary Hart pressed his bid for the Democratic Presidential nomination by a whistle-stop campaign from Scranton to Wilkes-Barre, Pa., on a Steamtown passenger special pulled by CPR 4-6-2 2317. The twelve-car train operated via the Pocono Northeast, Conrail and D&H on the 16-mile journey, with Hart making speeches from the platform of Steamtown's ex-EL office car at Scranton and Wilkes-Barre.

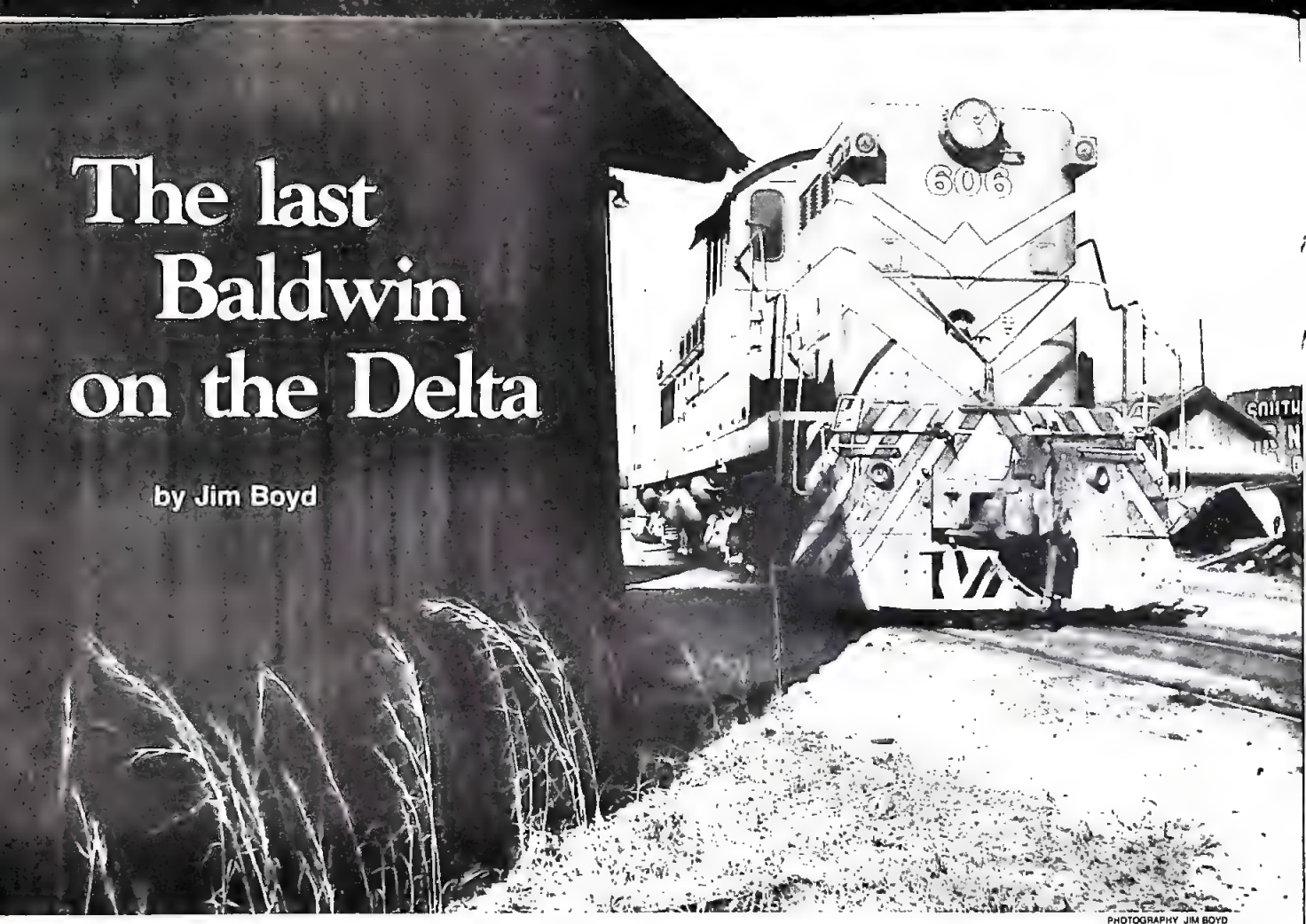
TWO PHOTOS JIM BOYD

CANDIDATE GARY HART pressed his bid for the Democratic Presidential nomination with a whistle stop run behind Steamtown's CPR 4-6-2 2317 from Scranton to Wilkes-Barre, Pa., on April 7. He's shown here during his speech from the open platform of the ex-EL business car at Wilkes-Barre.



The last Baldwin on the Delta

by Jim Boyd



PHOTOGRAPHY JIM BOYD

In the mid-1930s the management of the Columbus & Greenville Railway had an eye on the future. With a stable of small and aging steam locomotives and some successful gas-electric motor cars, they realized the potential of internal combustion as motive power. With their master mechanic on the verge of retirement, they went looking for new talent by inquiring at Purdue University in Indiana, an engineering school also known for its railroad courses.

Purdue recommended W.A. Trayler, Jr., a recent graduate with a background in both mechanical and electrical engineering, and he was hired as assistant master mechanic in 1938. In 1940, with the retirement of his predecessor, Mr. Trayler became the C&G's master mechanic. The Second World War prevented Mr. Trayler from making any immediate changes, but when peace returned and wartime restrictions were lifted, he pressed for something that had been seriously considered as early as 1938: dieselization.

In 1945, however, the future pattern of diesel development was not as obvious as we understand from today's perspective. There were "switchers" and "road units," and not much in between. Only Alco built what we would today recognize as a roadswitcher, the RS1.

In a manner typical of a self-sufficient short line, Mr. Trayler did his own study of the C&G's motive power needs. Many years later in an interview with Louis Saillard for the C&G's centennial book project, *The Delta Route*, Mr. Trayler related, "I determined that what we needed was a locomotive of approximately 1500 horsepower that would ride on six axles to properly distribute the weight on our light rail—and then I went looking for such a locomotive."

General Motors had nothing of that description at the time, and Alco, while it had drawings of a suitable locomotive (the RSC2), could not promise a delivery date. But Baldwin Locomotive Works not only had the desired locomotive on the drawing boards but would promise almost immediate delivery. Thus, on September 19, 1945, the C&G placed an order with Baldwin for five DRS6-4-15s: big, boxy 1500-h.p. road units riding on six-wheel A1A trucks, each carrying two traction motors and a center idler axle to distribute the weight.

Baldwin would provide the first unit for a 90-day test period for a fee of one dollar, and after that time the unit would either be purchased or returned. If the unit was purchased, the other four would follow within 60 days. The purchase price of the units was $117,500 each, with the first scheduled for testing in January 1946. Had that schedule been met, C&G 601 would have had the undisputed claim of being the first true roadswitcher (the prewar RS1 is considered by most to be simply an elongated switcher with a switcher's 1000 horsepower rather than the 1500 of a road unit). When the 601 finally arrived on the C&G in October 1946, it had to share the honor of being the first roadswitcher with the Milwaukee Road's Alco RSC2 490 and Detroit & Mackinac RS2 466 (see R&R March 1984, page 44).

The unlettered dark green unit that arrived in Columbus in October 1946 was, however, *Baldwin's* first roadswitcher, and the builder's numbers of the entire initial C&G order preceed that of Baldwin's DRS6-4-15 demonstrator 1500. The 601 was given its orange stripe and C&G lettering at Columbus, and its paint styling was the same as that applied in different colors to the Baldwin demonstrator.

Mr. Trayler didn't need the full 90 days to know he had a winner, and on October 22, 1946, the word was given to Baldwin to deliver the remaining four units, C&G 602-605. The orange and green Baldwins were precisely what the

C&G needed, and after an initial period of minor debugging they became the backbone of the C&G motive power fleet. They permitted an increase of almost one third in tonnage and cut running time between Columbus and Greenville by about two hours. They even did an occasional stint in passenger service before the *Deltans* were discontinued in 1947.

Two Whitcomb switchers put an end to regular C&G steam operations in April 1948, although steam was used in emergency reserve until 1951. The C&G's sixth and final Baldwin was delivered in October 1951; the 606 was an AS416, differing in details from the earlier DRS6-4-15s but riding on the same A1A trucks. For the next two decades the Baldwins rambled across the Delta on the C&G's frail bridges and often 60-pound rail.

On December 19, 1961, the 602 derailed into Sun Creek near Maben, twisting its frame and leading to its premature retirement (engineer A.C. Campbell, Sr., and fireman J. D. Huckaby were both injured in the derailment, but brakeman A.T. Logan, who was reading his Bible in the cab at the time, escaped injury). Although business was somewhat stagnated in the mid-1960s, the loss of the 602 was felt on the C&G. In September 1965 the road bought its last new locomotives, two lightweight SD28s from EMD. With six motors, the SD28s could outpull the Baldwins and were regarded by the railroad as very good locomotives.

The SD28s were, of course, delivered with standard multiple unit equipment. Although none of the C&G's Baldwins had been delivered with m.u., all but the 606 had been retrofitted with m.u. at the Columbus shop in the 1950s. The Baldwins, however, would not multiple with the SD28s.

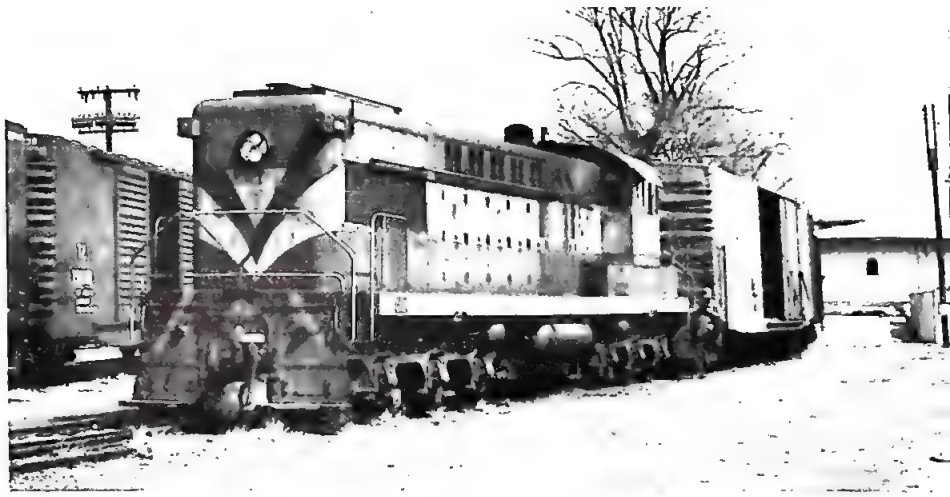
The late 1960s and early 1970s were times of trauma for the C&G. The Illinois Central Gulf merger, proposed in 1968, was perceived by C&G management to be a severe threat, and they petitioned to be included in the merger, offering their entire railroad to the ICG for $5 million. Within two months after the August 10, 1972, ICG merger, the C&G was taken into the fold along with the Fernwood, Columbia & Gulf and Bonhomie & Hattiesburg Southern.

In December 1971, less than a year before the merger, the two SD28s were seriously damaged in a collision with a gravel truck and withdrawn from service. They were sent to the IC's Paducah Shop for repair, and the C&G leased three IC SW1s to fill in while the Baldwins again took full command of the road jobs. Impressed by the SW1s, the C&G purchased four more from the Terminal Railroad Association of St. Louis, retiring its two Whitcombs.

The C&G became part of the ICG on September 29, 1972. The C&G's General Manager C.A. Arnett stayed on as an ICG trainmaster in charge of the line, and the union employees were worked into IC and GM&O seniority rosters. Because of the light rail, the ICG had no locomotives to effectively replace the Baldwins, and they kept running much as before. The SD28s, however, went back to Paducah, received bigger fuel tanks and were ballasted to "normal" weight, never more to return to the C&G (they became ICG 9450-9451).

Spring floods in 1973 washed out the C&G in many locations, and the ICG—which crossed the line at most major cities—made little effort to return the C&G to a through route. With abandonment threatened, a group of local businessmen, headed by Sam Y. Wilhite of West Point, Mississippi, banded together to get the Mississippi Public Service Commission to order the ICG to restore the C&G route to full service; with that accomplished, the ICG in turn offered to sell the C&G to Wilhite and his East Mississippi Council. The idea was appealing, and on October 30, 1975, the C&G was independent again and back under local ownership and management with Sam Wilhite as chairman and short line entrepreneur Craig Burroughs as president. Included in the deal were the five Baldwins and a dozen SW1s.

"Mr. Sam" asked his top mechanical man about the Baldwins, observing



BALDWIN 606, in her green and orange livery, was a rarity back in March 1971 as she was preparing to depart Greenville, Miss. (above). Who would have expected her to still be working—in a new paint scheme—as the regular Columbus yard engine (opposite top) on March 21, 1984? C&G's SD28s, like 702 at Greenwood, and two centercab Whitcombs like the 42 at Greenville, both in March 1971, are now gone.

that they would probably be their only road power for the forseeable future. "Can we survive on the Baldwins for one or two more years?" he asked.

"I was pretty concerned back then," Mr. Sam confesses, "and now, nine years later, I'm proud to have one of them still in regular service."

The reign of the Baldwins didn't come to an end until mid-1978, when, with the help of a federal loan, the C&G was able to upgrade enough of its line to permit the acquisition of three ex-Florida East Coast GP7s. Continuing upgrading of the line made possible the use of three more ex-FEC GP7s off the Chicago South Shore & South Bend in 1981 via equipment dealer D.A. Wilson, who got three of the SW1s in return. By that time only two Baldwins remained active, the first and last, 601 and 606—and both were now wearing the new blue and white colors.

The 601 became the Columbus switcher, while the 606 handled the road job between Indianola and Greenville, where the Geeps couldn't tread because of the Fish Lake bridge. This arrangement remained even after the C&G acquired four ex-Southern GP9s in May 1983. The completion of the renovation of the bridge, in the summer of 1983, however, permitted the retirement of the 601 and the transfer of the 606 to the Columbus yard job, becoming the last active Baldwin on the roster.

The survival of a Baldwin on the Columbus yard job is due in no small measure to engineer A.C. Campbell, Jr., one of the few "old time" C&G employees who came back with the new C&G in 1975 instead of staying with the ICG. "Junior's" father, A.C. Campbell, Sr., was a lifelong C&G man and was at the throttle of the 602 when she dove into Sun Creek in 1961. Junior has been in C&G engine service since steam and is now the C&G's senior engineer.

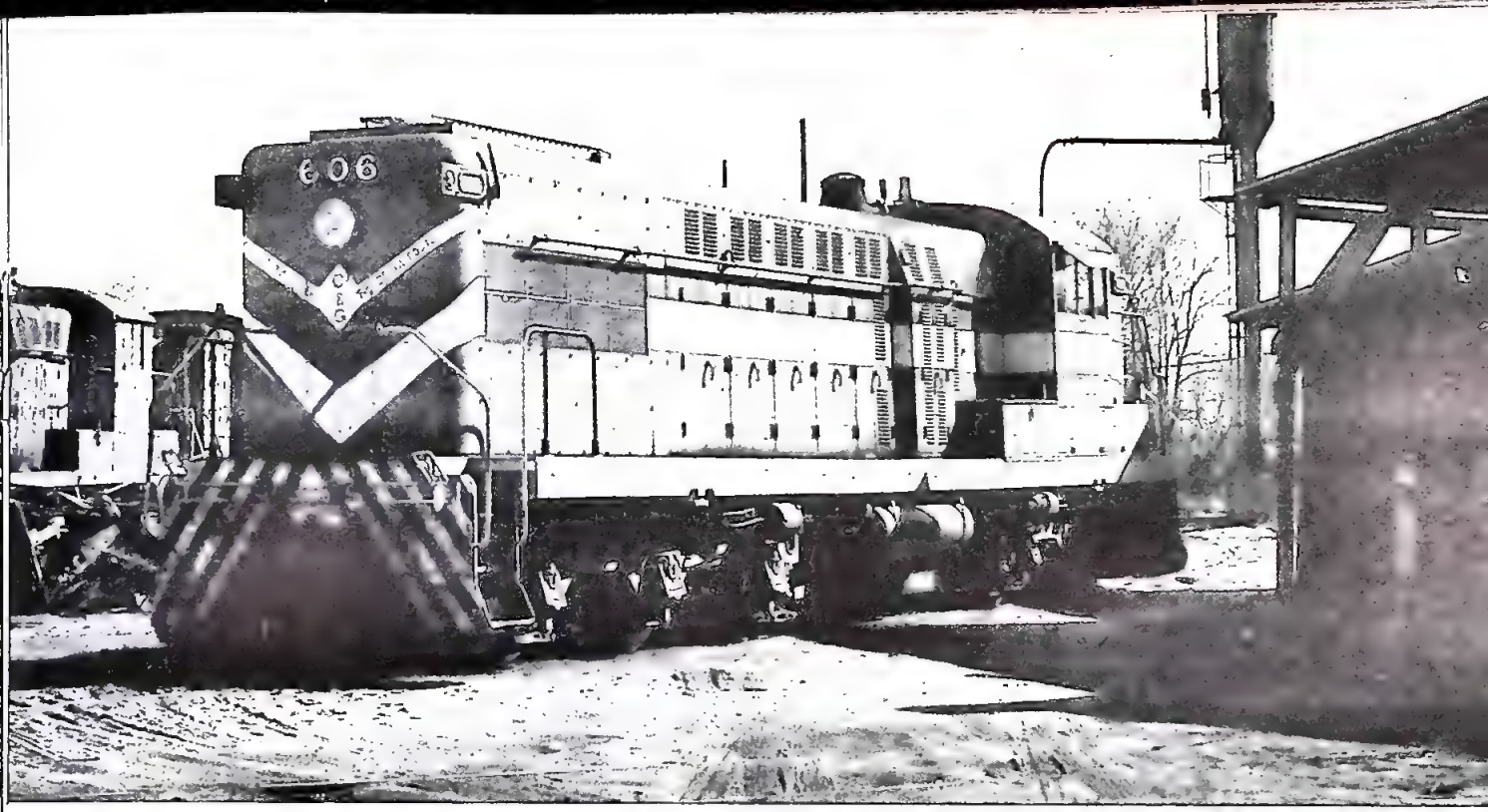
A.C. Campbell, Jr., definitely prefers a Baldwin, and the mechanical forces acknowledge that they keep the 606 running so they won't have to put up with Junior's protestations about having to work with a Geep. As Mr. Sam says about Junior and his Baldwin, "He loves it; he believes in it—and it's a good engine! Why, just last week three Geeps dragged in a 65-car freight and left it just outside of town. That single Baldwin tied on and Junior moved that whole train out smooth as could be—just like a passenger train. That Baldwin's still got a lot of somethin'!"

Junior's "first" retirement was set for December 1983, and he was hoping the 606 would still be around by then. Somehow he never quite got around to retiring at that time, and he and the 606 continued to work the Columbus yard job into the spring of 1984. The new retirement date is set for May 1, 1984—but as Mr. Sam observes, "I wouldn't be too sure of that right now; he's been there before." As long as the 606 keeps running, A.C. Campbell, Jr., just might stay around, too.

But the future of the 606 is already in doubt. Serious negotiations are presently under way involving the purchase of the 606 by a museum, and the deal could be concluded at any time. Meanwhile, Baldwin parts are becoming difficult to obtain, and the 606 could become an expensive engine to maintain.

The 601 is still serviceable if the need should arise, but no one expects her to run again. The 601, however, is facing a special destiny. As soon as the shop can spare the time, the 601 is to be repainted into her original orange and green and placed on display near the Columbus shop. The C&G's Geeps are now named for cities along the line, and the 601 is to become the first locomotive to be named after an individual: W.A. TRAYLER, JR. The man who defined the need—1500 h.p. on six axles—for the C&G's diesels and was thus responsible for the creation of one of the nation's first roadswitcher fleets, still resides near the C&G, and the 601 will be a permanent monument in his honor.

I visited the C&G on March 21, 1984, and watched A.C. Campbell, Jr., go to work with the 606 on a sunny spring day. The Baldwin was running smoothly and would produce only a trace of smoke when opened up. Her one-note "duck horn" was an appropriate accompaniment to her chugging ex-



haust. That morning the Columbus yard was a world far removed from Conrail, Amtrak and CSX.

All five Baldwins—missing only the wrecked 602— were at Columbus, with the 603 in the enginehouse and the 604 and 605 stored outside (603, 604 and 605 are still in orange and green) along with the light blue and white 601—the 606 wears the darker blue of the Geeps. All except the 601 are available for sale.

Depending on the sale of the 606 and retirement of A.C. Campbell, Jr., the Baldwin era on the C&G may well be over by the time you read this. The light rail and frail railroad that demanded their longevity is now a thing of the past, and the C&G, for the first time in its history, has track that will handle "conventional" locomotives and today's heavier freight cars. The Tennessee-Tombigbee Waterway project has underwritten a new bypass around West Point and a new yard there, and Geeps can now traverse the entire length of the railroad. The C&G is looking at the mid-1980s with good cause for optimism. Traffic patterns are changing—pulpwood, for instance, insignificant in the past, is becoming an important commodity—but overall levels are remaining reasonably strong.

Over the years the C&G has battled for survival, and every time things looked like they were at an end, the Baldwins' ability to tip-toe over uncertain trackage and buy the management a few more days to work things out has paid off. Mr. Sam summed it up rather well, "They've been mighty good to us."

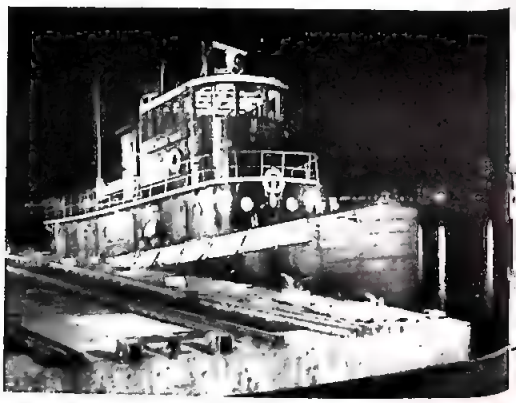
THE SCENE at the Columbus engine terminal on March 21, 1984, was timeless as the 606 idled on the ready track waiting for A.C. Campbell, Jr. (**below**) to come on duty—both may be retired by the time you read this. The 601 (**bottom**) is slated for display at the C&G shop. The 606 cleared the lead (**bottom left**) for the SR local to go to work.

Chessie's

PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED

The *J. Speed Gray* trails a fluorescent wake which boils off into the darkness as the tug turns to head up the James River past the dark forms of unloaders and flyback tracks on Pier 15 of the Chessie System's coal terminal at Newport News, Virginia. Behind us, closely spaced red and green running lights atop a squat shadow confirm that the *Howard E. Simpson* is following almost directly astern. A puff of exhaust haze from the tug basin, backlit to an eerie orange by the sodium vapor lights on shore, reveals the location of the *M. I. Dunn,* backing away from the pier. The starboard running light, a flickering green beacon intermittently visible through the columns supporting trackage and unloading equipment, traces the tug's progress until the dark outline emerges around the end of the pier. The red glow of the port running light becomes visible as the tug falls in directly astern, with the three vessels running in line like a squadron of destroyers on maneuvers. The remaining vessel of the Chessie System shipdocking quartet, the *Walter J. Tuohy,* is tied up for maintenance work and will not be participating in the evening's activity.

Ahead, alongside Pier 14, looms the immense 45,000-ton bulk carrier *Moshill.* The drama which is about to unfold is the final act in the Chessie System's participation in hundreds of miles of transport, by steel rail and conveyor belt, of coal from the mines of West Virginia to the holds of the bulk cargo ships which will take it to destinations throughout the world. Chessie operates one of the few remaining railroad tug fleets in the United States in support of the shipdocking activity at their Newport News terminal, and aside from the small boat which will take the



AT DUSK on April 1, the *J. Speed Gray* awaits the *Moshill's* departure time at the tug basin alongside C&O Pier 15, tied to the retired carfloat used as a mooring dock.

Fairbanks-Morse farewell

by Win Cuisinier

Tugboats rather than Train Masters.

CHESSIE TUGS *M.I. Dunn* and *J. Speed Gray* pose in the James River at Newport News, Va., on April 1, 1983. In the distance at Pier 14 are bulk carriers *Moshill* (left) and *Havfalk*. Simulating a docking (bottom), the *Gray, Simpson* and *Dunn* line up on the *Havfalk*.

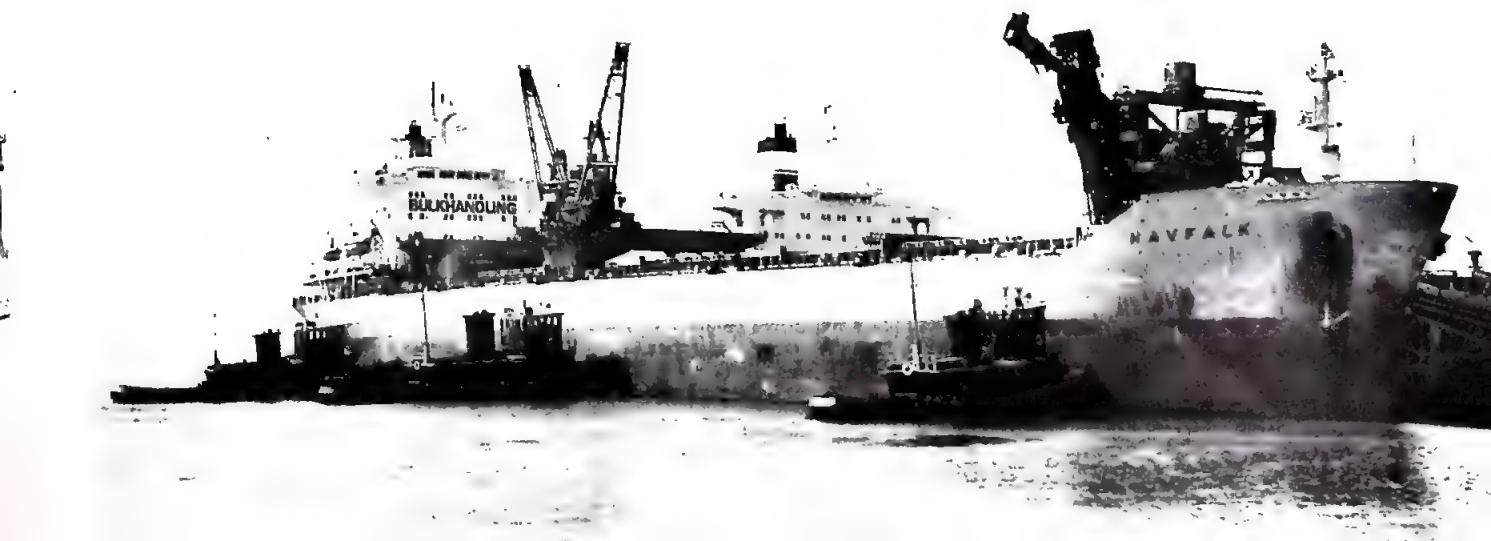
pilot off the *Moshill* outside Hampton Roads, the bow of a Chessie System tugboat will be the last contact the ship will have with America until its return from Holland for another load of coal.

Normally the extremely critical docking and undocking operations are closed to outside personnel, but on this evening the *J. Speed Gray* carries three observers; Mike Rudinsky, Jim Boyd and myself are wrapping up a full day with the Chessie's tug fleet undertaken in support of a four-part series of articles on railroad tugs prepared for RAILROAD MODEL CRAFTSMAN'S April through July 1983 issues. The day's activity, under the guidance of the Chessie System's Superintendent of Marine Operations, Captain D. W. Weaver, has included touring the four tugs and photographing them inside and out, with morning and afternoon photo sessions at the tug basin spliced by a session underway in the James River. A twilight photography session has nailed down the final photograph for the RMC series.

The Chessie System's four tugs, now approaching 30 years of age, were built by RTC Shipbuilding of Camden, New Jersey, to designs prepared by the late Thomas Bowes, Naval Architect. Measuring 110 feet overall, each tug is powered by a ten-cylinder Fairbanks-Morse 38D8-1/8 opposed piston diesel engine rated at 1600 horsepower. Each has a single fixed-pitch propeller connected directly to the FM diesel by a reverse-reduction gearbox. The diesel engines are essentially the same as those used in FM's 2000-h.p. locomotives, such as the H20-44s and "Erie-built" passenger units.

The *J. Speed Gray* was originally the *Communipaw* of the Jersey Central Lines, while the *M.I. Dunn* was originally the CNJ tug *Liberty*. The *Walter J. Tuohy* was originally the Baltimore & Ohio *Walter L. Price*, while the *Howard E. Simpson* has retained its original B&O name. All four tugs reached Newport News as second career assignments, replacing a fleet of steam tugs which was one of the last in railroad service. The occasion for our visit is the anticipated replacement of all except the *J. Speed Gray* by the new tugs *Chessie* and *Seaboard*, being constructed by Jakobson Shipyard at Oyster Bay, New York.

The day for our visit, chosen far in advance and totally at random, dawned bright and sunny after several days of total gloom. The superb conditions per-



sist through the twilight, but the prompt departure of the *Moshill* is essential as soon as tide conditions permit, because a solid wall of clouds to the west forecasts the arrival of a cold front with accompanying winds during the evening.

In the pilothouse of the *J. Speed Gray*, Captain R. L. McKendree Jr. watches the radar set while V. S. D'Errico mans the tug's wheel. Although we are running at full speed, the Fairbanks-Morse main engine sounds distant. The heaters have the compartment a bit too warm, and condensation is running in droplets down the inside of the cold windows. Peering through the misty glass it is possible to pick out the blurred outline of a tiny figure on a rope ladder swinging below the immense stern of the *Moshill*. Captain McKendree explains that he is checking the draft markings on the *Moshill* and hands over the binoculars to allow me a better view. With them—through an open window—I can make out the beam of a hand held spotlight directed down to the draft markings painted on the hull forward of the big ship's rudder. The crewman takes the readings in a last step before getting underway. As our tug turns in toward the stern of the *Moshill*, the view of the 800-foot-long ship completely fills the pilothouse windows long before we are actually alongside. Our main engine speed is cut back, and its sound is barely audible. The tug crawls in for several minutes as the black steel wall of the ship's hull looms ever larger. Finally the tug makes contact with its rubber bow fenders, and we stop with a soft bump.

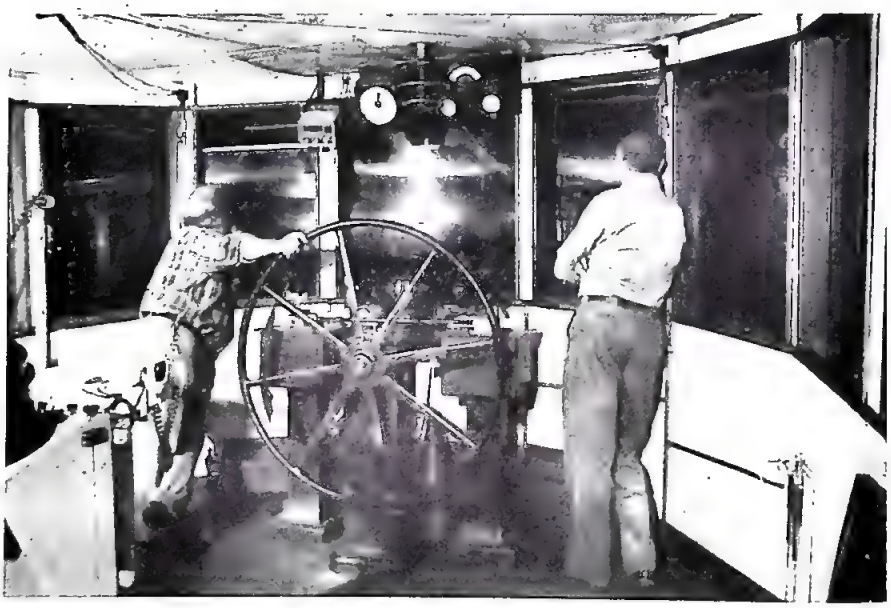
The pilothouse is now relatively silent, with the instruments casting a dim red glow and the radar projecting dancing patterns of green light. The radio occasionally krackles to life. After several minutes of taking turns admiring the great steel wall before us through two open front windows of the pilothouse, it becomes apparent that while this is the place from which a tug is run, it is not necessarily the best seat in the house—or on the boat, as the case may be. The freeboard of the *Moshill* (the distance from waterline to deck edge) is about thirty feet. The superstructure, covered with lights, towers another six decks higher. The effect is like standing on a narrow sidewalk and looking up at Christmas decorations on a ten-story building, but this particular building is a city block long—and *moves*. The size comparison with the tug is particularly stunning. The *J. Speed Gray* is 110 feet long and looked like a substantial vessel when we boarded her at the tug basin, but while sitting alongside the *Moshill* it is hard to believe that the tug could actually push such an incredible hunk of real estate around. A concensus of opinion is reached that the activity can best be observed from the rear railing of the engine room clerestory on the boat deck. With the added advantage of leaving the pilothouse to the professionals who have work to do, we descend the narrow stairway from the pilothouse and are greeted by the brisk autumn air as we exit. On deck, the noise of the engines is far more apparent, particularly since the *M. I. Dunn* has nosed in to the side of the *Moshill* parallel to us and about eighty feet away. The Fairbanks-Morse main engines sound to me much like beehives, but Boyd disagrees, comparing the sound of the muffler-equipped marine engines to a particularly mellow EMD 567. We both agree, however, that when the FMs are wound up they sound like a swarm of angry Electrolux vacuum cleaners.

The docking pilot, who will direct the undocking, climbs from the *M.I. Dunn* to the *Moshill* by a straight ladder from the pilothouse top of the tug to the main deck of the *Moshill*, while the mate on the tug steadies the precarious-looking ladder. The docking pilot will remain aboard the big ship until it is out in the channel, at which time the tug will go back alongside to pick him up and take him ashore. In some marine terminals the personnel who direct the tugs during a vessel docking or undocking serve only in that function, but in the case of the Chessie System operation, all the tug captains have been qualified as docking pilots, and any one of them can serve in that capacity.

Both tugs have some deck lights on, and the bright spot alongside the ship contrasts with the darkness of the river astern of us, while the slowly turning propellers of the two tugs kick up an effervescent foam which dissipates into the murky water as they await the call to start pushing. The stern of the *Howard E. Simpson* is barely visible far distant near the bow of the *Moshill*, where the tug has pulled in below its overhang to keep the big ship parallel to the pier as it pulls back into the channel. The pilothouse radio is barely audible on deck, but we can still pick up pieces of the conversation: "Security . . . Security . . . *Moshill* . . . Chessie System piers. . .". The docking pilot is warning surrounding traffic on the river that the ship is about to depart. A comment of "lines coming in" follows, and further transmissions are drowned out as the tug's engines suddenly spring to life. The main event of the evening has begun.

The *Moshill* is berthed headed north, her bow toward the shore and her starboard (right) side against the pier. Our two tugs, drawn in under the stern on the port side, will help keep the vessel parallel to the pier as she backs out into the channel. By counteracting the torque of the propeller of the *Moshill* and the tendency of the incoming tide to swing the ship's stern upriver, they will prevent the ship from swinging around and grazing the pier with her bow. The Chessie System Terminal is located virtually at the outlet of the James River into the Hampton Roads harbor, and the tide conditions are likely to have more effect than the river currents at particular times in the tide cycle. The *Howard E. Simpson*, pushing under the port bow, will assist in backing the *Moshill* out and then begin the

MOVING THE *MOSHILL* away from Pier 14, V.S. D'Errico mans the wheel of the *J. Speed Gray* as Captain R. L. McKendree, Jr., watches through the pilothouse window. Alongside to the right, the *M.I. Dunn* holds a parallel position against the *Moshill*.



task of turning her to starboard and lining her up in the channel to proceed toward Hampton Roads and the ocean. Once the *Moshill* is clear of the pier the two tugs at the stern will move to the bow to help the *Howard E. Simpson* swing the ship around in the channel.

The water astern of our two tugs rapidly turns into a boiling turmoil as the main engines accelerate, while alongside there is deep turbulence as the water is drawn into their propellers. As full speed is reached, the *J. Speed Gray* shakes, while vibrating deck fittings rattle in sympathy with the straining engine. The beehive hum of the Fairbanks-Morse OPs has turned to a loud roar which resonates between the tugs and bounces back off the steel hull of the ship, and we are surrounded by blue exhaust haze which diffuses the light from the ship and obscures our view of the tug at the bow. The sound and blue smoke are satisfyingly familiar to the trio of railfans on the boat deck, who are watching tugs but remembering H16-44s, Train Masters and Loewy-styled switchers with overhanging cabs.

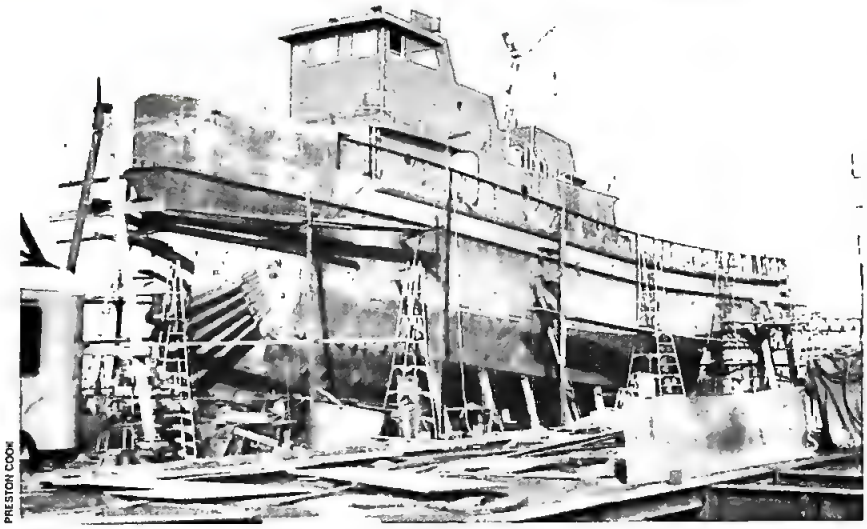
With our view dominated by the sheer side of the ship, there is virtually no sensation of motion, and only the sound and fury of a tug fighting hard against an enormous obstacle provides evidence that anything is happening. Looking back over the tug's stern, the lights on shore have slowly begun to move, and looking toward the bow of the big bulk carrier the pier bulkhead has begun to recede. It is now apparent that all the turbulence around the tugs is not of their own making; some of it is the wash from the enormous propeller of the *Moshill*, which is obscured from our view by the *M. I. Dunn*.

There is still no sensation of motion. The lights on the adjacent piers begin gliding swiftly past our stern, but we remain with our bow firmly planted against the stern quarter of the *Moshill*, the propeller wash from the tug providing evidence that a substantial application of the rudder is what is keeping us at a right angle to the ship despite our backing movement. The *M. I. Dunn* is still maintaining a precisely parallel alignment to us, and pushing hard, when suddenly our engine drops to idle. We sense a light application of reverse as the tug, still at a right angle to the *Moshill*, backs away from the ship, then maintains a gap of about twenty feet as the side of the ship slowly glides by. As the distance widens between our tug and the *M. I. Dunn* which is still working at the stern, we gradually return to relative silence and a strange "floating" sensation is evident as our tug drifts toward the bow of the ship. The noise of another Fairbanks-Morse engine working hard attracts our attention. As the *Howard E. Simpson* becomes visible below the overhang of the bow, it is evident that we are coming up on her alarmingly fast, and we brace for an expected broadside impact. It never comes.

Having closed in on the side of the ship during the movement to the bow, our tug's captain takes up the last few inches of clearance between our bow fender and the ship's hull with the application of power, and we neatly fall into position next to the *Howard E. Simpson*, pushing at full throttle, pinned to the *Moshill* by the bow fender and squared away by a sizeable application of rudder. Back aft alongside the ship it is evident that the *M. I. Dunn* is also executing the same maneuver. Her rate of approach also looks excessive, and once again we brace for a broadside impact which does not come. The engine of the *M. I. Dunn* springs to life and she pulls in nearly parallel to us about forty feet away. The wash from the hard rudder application necessary to square her away rebounds off our tug with a roar, raising a cloud of spray and inundating the rear deck with water. The *J. Speed Gray* shudders under the weight of the water, which drains off rapidly through the freeing ports.

To the group of observers on the boat deck, the precise maneuvering which the Chessie System tugboat captains practice is absolutely stunning. The team effort with small boats to handle and direct an enormous ship against the currents and wind rivals the precision of a high-performance jet flying team.

While the main engines of the *Moshill* arrest her backward movement, the three tugboats have to turn her in the narrow channel, and with all of them drawn in under the bow of the ship and pushing at full power, seconds seem like hours. The curvature of the bow directs the sound and amplifies the roar of the engines, as the tugs are surrounded by exhaust haze swirling alongside the ship which diffuses the lights. Straining to move the enormous bulk cargo ship, the tugboats shake and rattle as 60 opposed pistons in 30 cylinders pound out the tumultuous final movement of a diesel-powered symphony played with the James River as a stage and the overhanging bow of the *Moshill* as a concert shell. A trio of Virginian Train Masters roaring up Clark's Gap could

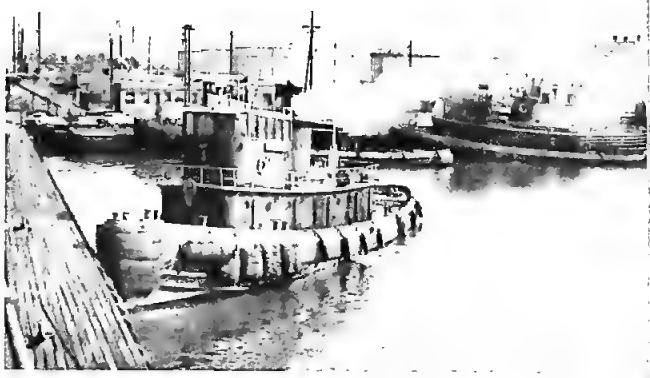


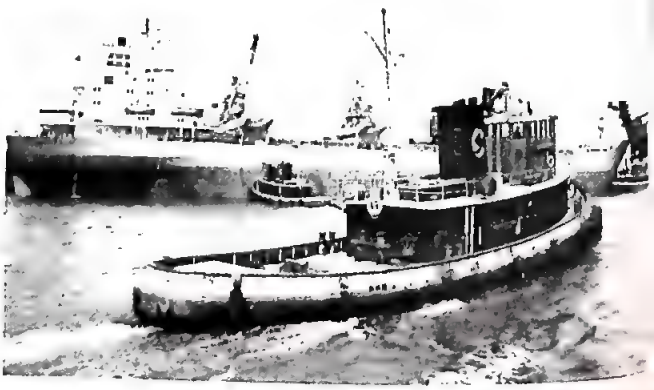
PRESTON COOK

THE EMD-POWERED *SEABOARD* was under construction at Jakobson Shipyard on Long Island in November 1983 as sister *Chessie* was being delivered (see R&R May 1984, page 27). Note the underwater bow fender used for docking nuclear submarines.

never have sounded more impressive. The three boats are pitting their individual 26,000 pounds of thrust against more than 45,000 tons of ship, which has a hull 800 feet long and 35 feet deep drifting in the current and an equally large topside area sailing with the wind. After what seems like eternity, it becomes evident that the tugs are making progress. Although there is still no sensation of movement, the slow circular transit of the shore lights provides evidence that the *Moshill* is responding. The excellent safety record the Chessie System tugs have in shipdocking proves that they win this battle with their enormous adversaries consistently.

The *Moshill* is now nearly lined up with the channel, and as suddenly as it began, the thunderous overture concludes. Throttles cut back to idle speed, and the *Howard E. Simpson* backs neatly away, followed by the *J. Speed Gray* and the *M. I. Dunn*. While the first two tugs turn to clear the ship's path and head back to the tug basin, the *M. I. Dunn* goes alongside the *Moshill* to pick up the docking pilot. With the convenient windbreak of the ship's side no longer close by, it is suddenly cold out on the boat deck, and we retreat to the pilothouse. In the warm interior the condensation is still running down the inside of the windows in gleaming beads accentuated by the glow of the vessel's lights. As the tug accelerates, it is evident that the wind has come up and a slight chop is developing on the river which could not be sensed while in the lee of the *Moshill*. Running full ahead at eleven knots, the bow wave of the *J. Speed Gray* sends ribbons of spray off into the darkness beyond the range of the lights. All too soon we are gliding by the dark outlines of the unloading equipment on Pier 15, and the tug's work for the night is concluded with a soft landing at the retired carfloat which serves as her home. The *Howard E. Simpson* has already tied up to the carfloat, and as we gather up our equipment and thank our hosts, the *M. I. Dunn* returns from picking up the docking pilot, tying up at the adjacent pier. Out in the channel the *Moshill* glides slowly by the end of the pier bound for Holland, her brilliant deck lighting providing gleaming accents on the choppy waters of the James River. The departure of the *Moshill* is probably a routine entry in a port captain's log, but the impressive show of Chessie System tug handling it provided for the observers aboard the *J. Speed Gray* is a vivid image etched in memory.



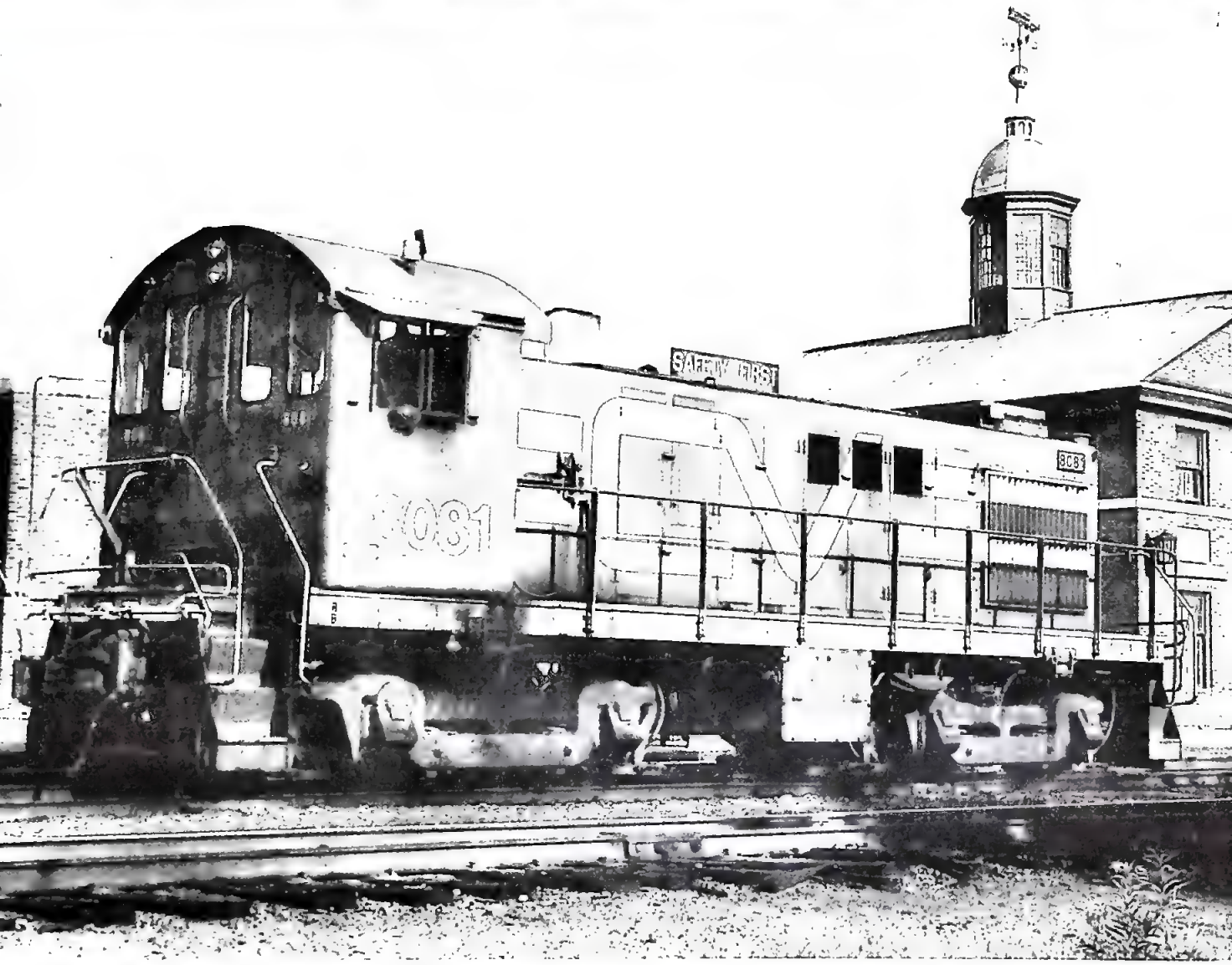


THE *HOWARD E. SIMPSON* rounds the stern of the *Havfalk* at Pier 14 (above) and shows her clean lines (right) as viewed from Pier 15 with the *Havfalk* in the background on April 1. The *M.I. Dunn* revs up a respectable plume of FM blue smoke (above right) at the Pier 15 basin that is the working home of the C&O tugs. All but one of the FM tugs will be replaced by the new *Chessie* and *Seaboard* during 1984.

TED BENSON

ALMOND BLOSSOMS mix their rich perfume with a trace of diesel exhaust in an orchard north of McHenry station on the Tidewater Southern as Western Pacific GP20 2009 powers a Modesto-bound hauler out of Stockton, California, on February 28, 1982. Despite the UP merger and motive power reassignments, WP 2009 was still on the TS in February 1984. Photographer Benson used eight No.2 and No.3 bulbs on this synchronized flash shot on Tri-X.

Photo Line



"WHAT ABOUT THAT CENTRAL VERMONT UNIT?" the editor asked as he was preparing the March 1984 R&R with its tribute to Portland Terminal 1101 as "the last 539-powered Alco working on a major U.S. trunk line railroad in the service of her original owner." "She's gone," came the reply from at least two different sources.

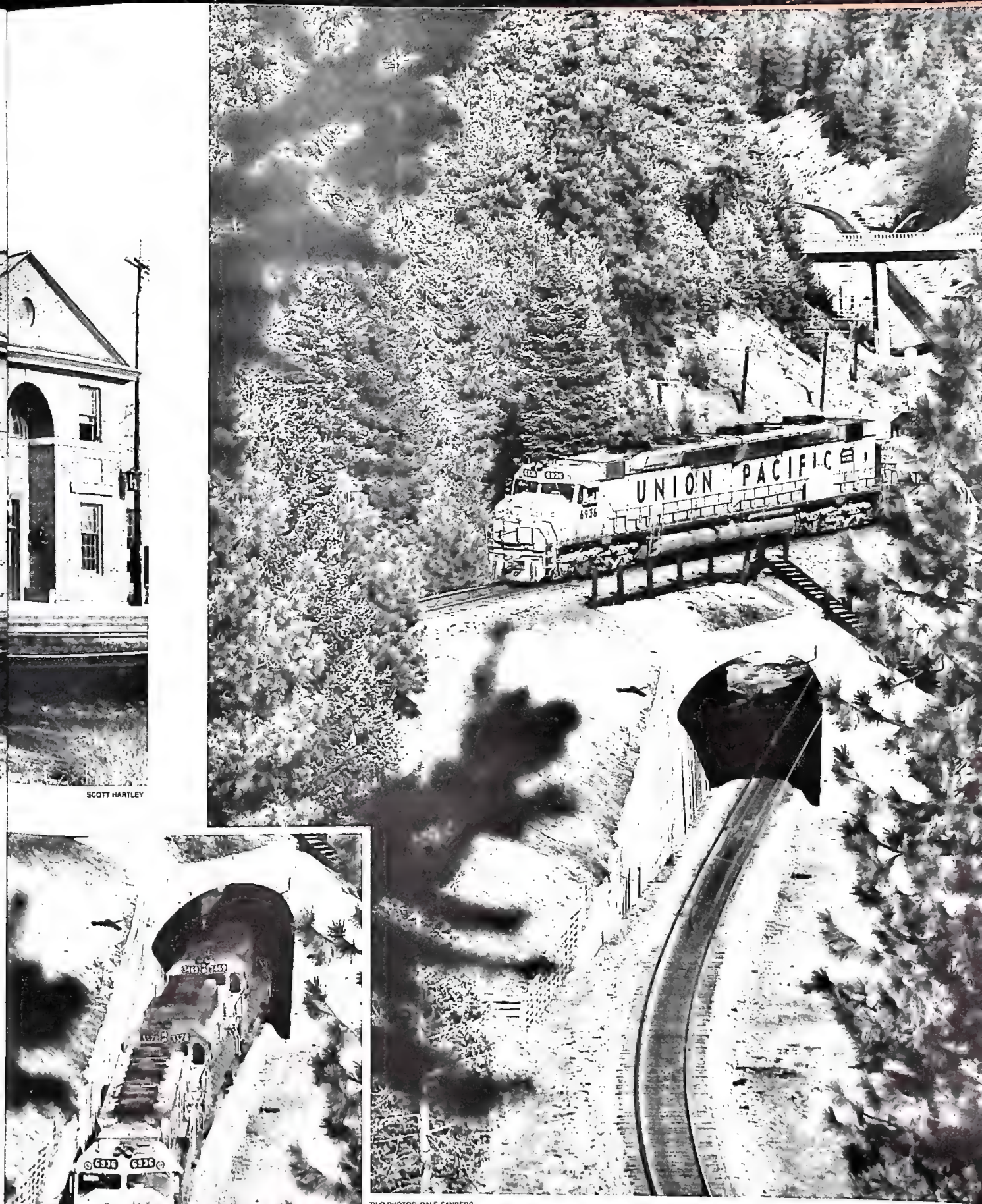
We were wrong all the way around. Portland Terminal 1101 was not in the employ of her original owner, having been bought as Greater Portland Public Development Commission 661 in 1950 and not becoming property of the Portland Terminal until 1958, and she was not even an S3 but a retrucked S1. And "that Central Vermont unit" was still very much alive. The Alco-built S4, in the new CV green and yellow, is shown here at White River Junction, Vt., on September 3, 1983—the same month 1101 made her news in Portland—having become the last 539-powered unit on the Grand Trunk Corporation lines with the retirement of the GTW's last Alco switchers. To quote Mr. Harmon of the CV's Mechanical Department when queried about the 8081 in April 1984, "The 8081 is still very much in service; she's a fine engine and a real workhorse—we expect to have her around for a long, long time." While we wouldn't diminish the significance of the 1101's survival, the real honor for "The Last One" should go to Central Vermont 8081.

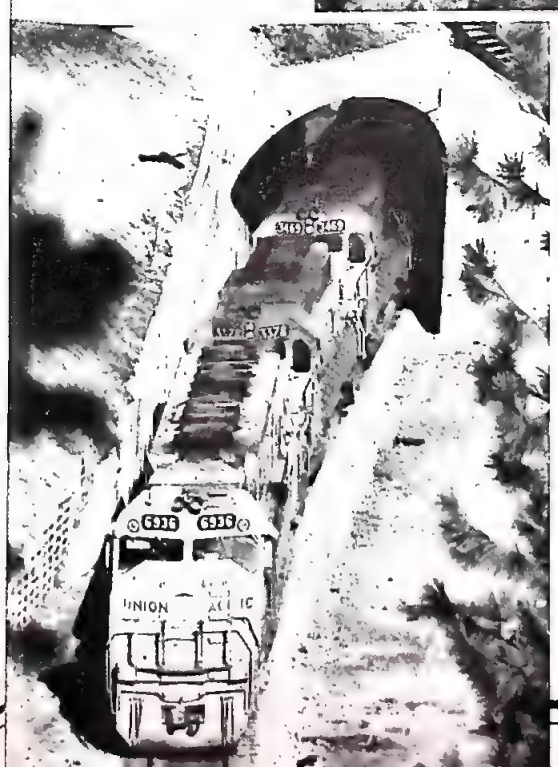
Incidentally, the 8081 has survived that landmark steam locomotive weathervane shown atop the White River Junction depot. It was stolen shortly thereafter by antique hunters.

UNION PACIFIC DDA40X "Centennials," the world's largest diesels, are being returned to service after more than three years in storage and are becoming regular power on the Western Pacific van trains. Dale Sanders, editor of the *CTC Board*, caught 6936 leading the OME (Overland Mail East) up through Williams Loop, just east of Quincy, Cal., on March 4, 1984. The Centennial, five SD40-2s and a C30-7 enter the loop by ducking under the upper track (*lower right*) and then traversing the climbing circle to emerge on the top. For other photos of this unit in Feather River Canyon, you'll have to see the March 1984 *CTC Board*.

Photo Line

SCOTT HARTLEY





TWO PHOTOS DALE SANDERS

Part Two

C N LIPPENCOTT, C&OHS COLLECTION

In the May 1984 issue we observed how the Van Sweringen brothers put together their railroad holdings and through President John J. Bernet and Superintendent of Motive Power William G. Black utilized the Advisory Mechanical Committee to devlop the ideal 2-8-4 for their lines. Beginning with the Erie 2-8-4, they designed the extremely successful C&O T-1 2-10-4; that engine was then scaled down to create the first "Van Sweringen Berkshire," the NKP 700. Similar engines were then ordered for the Pere Marquette in December 1936. Neither Bernet nor Black lived to see their design proliferate, however, as they died in 1935 and 1936 respectively.

The Brooke years

After Bernet's death, C&O, NKP and PM were without distinguished leadership until George Doswell Brooke became president in 1937. During Brooke's tenure as chief executive more great steam locomotives were purchased for C&O than under any other C&O president except George W. Stevens, whose leadership had lasted from 1900 to 1917. Under Brooke, C&O received its second group of Greenbriers (4-8-4s), the world's heaviest Hudsons and the first of the Alleghenies (2-6-6-6s)—not to mention more 2-8-4s for the NKP—and he resigned just about the month late in 1942 when C&O placed its own order for Van Sweringen 2-8-4s. Under Brooke, too, as we shall see, the Virginian Railway received Van Sweringen Berkshires.

C&OHS

George D. Brooke

George D. Brooke, born in Virginia in 1878, received a degree in civil engineering in 1900 from historic Virginia Military Institute, where "Stonewall" Jackson taught and which was *alma mater* to Generals Marshall and Patton. After serving as rodman on the B&O, he taught two years at Culver Military Academy before going back to the B&O, where he came up through the ranks as a rodman, levelman, transitman, field and division engineer, and finally superintendent of transportation in 1926. Going to the C&O as assistant to the president that same year, he rose to vice president and general manager

Van Sweringen Berkshires

by Eugene L. Huddleston

under Bernet. From 1936 to 1937 he was executive vice president of C&O, PM and NKP. And in December 1937, he became president of all three roads.

Brooke's civil engineering background was typical of most high C&O officials of this and earlier periods. Rank-and-file employees called them "rod and reel" men. In those days young men with business degrees were scarce in the railroad industry. College graduates going into railroading were mostly engineers, and it followed that railroads were operated by men oriented to practical problems of engineering and operations rather than management and marketing.

As an engineer then, Brooke felt his responsibility to the three roads he headed was to continue John Bernet's policy of providing first-rate motive power. Besides credit for purchasing Van Sweringen 2-8-4s for all three roads, Brooke assumes another importance in this narrative. As a Southerner, he could be expected to perpetuate the "Georgian" tradition of locomotive styling, delineated in H. Stafford Bryant's *The Georgian Locomotive* and typified in architecture by restored colonial Williamsburg. C&O motive power designs had been in the hands of Northerners since 1929. Until the brothers Van Sweringen started bringing in their own men, Northerners all, the C&O had been Southern—headquartered in the Capitol of the Confederacy and serving Williamsburg. The road's dual corporate headquarters—in Richmond and Cleveland—attests to C&O's "split" personality. If Brooke represented the Southern tradition, his chief mechanical officer, Daniel S. Ellis, represented the Northern. Ellis, a New Yorker, had come via Worthington Pump & Machinery Company to the Advisory Mechanical Committee in 1932 and thence to C&O, NKP and PM as Black's assistant in 1936. After Black's death the same year, he served as chief mechanical officer for the three roads until joint management ended in 1942. From 1936 to 1942, then, in C&O locomotive design, Northern industrial sophistication, emphasizing massiveness and power, married Southern gentility and formality, emphasizing taste, grace and elegance. C&O, unlike its sister Van Sweringen roads—the NKP and PM—was steeped in the formalistic and aristocratic "First Families of Virginia" tradition. Late in 1942 the picture suddenly changed. Ellis and Brooke left C&O within months of each other, along with a number of other high officials. Incoming Chairman of the Board Robert R. Young, a financial and managerial iconoclast, fired Brooke and installed his own man as president. But by that time all major decisions on the styling of C&O's steam power had been made, for there were no new designs after the K-4s of 1943.

The C&O Kanawhas

In the meantime under Brooke, the Van Sweringen 2-8-4 was brought to perfection, for C&O's K-4 was designed and authorized just before Brooke's departure. In it Northern industrial might married Southern charm and elegance. These engines, modern in every respect, represented advanced industrial design, especially in their having roller bearings on all engine axles, air after-coolers, cast-steel engine beds, and boosters-refinements lacking on most of the NKP and PM 2-8-4s. And the K-4 was not going to perpetuate the styling inaugurated by the Erie class S and the C&O T-1. For the first time on an order for Van Sweringen Berkshires, the steam dome would be behind the sand box. (PM followed C&O's example on

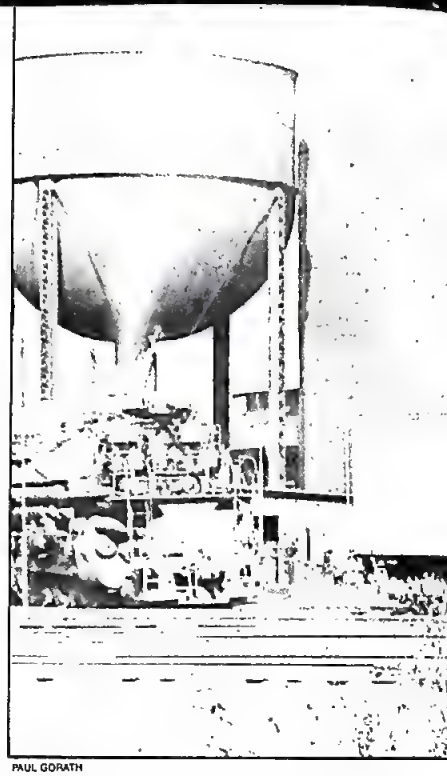
DESTINED FOR FAME in the 1980s, C&O 2716 (opposite top) had a coal train eastbound at Williamsburg, Va., in November 1947. Many of the Kanawhas were equipped for passenger service; the 2769 has the *Sportsman* westbound at Waynesboro, Va.

H. REID

its last order, in 1944.) However, the three main air reservoirs were in precisely the same locations below the running boards, and most of the appliances were preserved, such as Baker valve gear and Franklin Precision reverse gear.

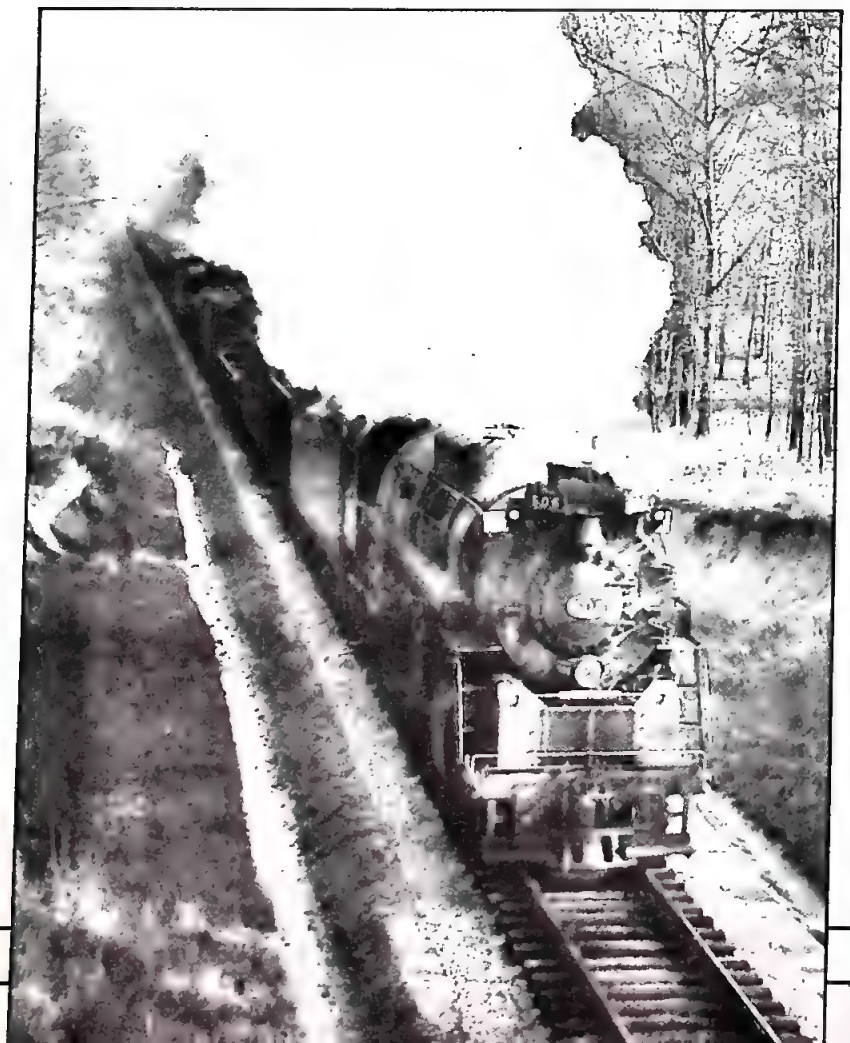
The main changes were in the styling of the front end, which was altered to preserve the purity of the face of the smokebox by keeping the headlight off it. The addition of a single functional shield above the pilot was a master touch, for it protected both air pumps and the air after-cooler and suggested both massiveness and an airfoil-like grace of design. Not only did the shield angle back at the top, it featured a concavity which left unobstructed the full circular face of the smokebox front. Here beauty of form truly followed function, for the shield was designed to permit the smokebox door to swing open without obstruction for ease of access. The harmony and simplicity of the front end was further enhanced by a functional pilot that featured footboards of equal length divided by a deflector of equal length, thus forming three equal components. (This patented General Steel Castings pilot was interchangeable with pilots on the Allegheny 2-6-6-6s.) Balance of the pilot with the top front of the locomotive was achieved with another tripartite arrangement: the bell hanging between two large and identical illuminated number plates, the first applied to a new Van Sweringen Berkshire and the first on a C&O freight locomotive. Again, a tripartite arrangement—that is, three equal elements arranged equidistant from each other—was preserved by the placement of the headlight midway between the coupler and the bell. Earlier Van Sweringen Berkshires had not achieved this proportional harmony. A larger cab (for engine crew comfort) than on the NKP and PM versions, combined with huge sand box set ahead of the steam dome, balanced the proportions of the front and back of the engine, for further harmony of styling.

After George Brooke "resigned" and went over to the Virginian as its chairman of the board, and after Chief of Motive Power Ellis went to Lima as vice president of manufacturing, C&O was left with no great leadership in steam, and except for applying poppet-valves to its 1948 Hudson order and cast steel pilots to its 1948 Greenbriers, the road made no significant gains in conventional steam locomotive design or performance. In light of the loss of these men in 1942, the rapidity with which C&O embraced diesels is not surprising. C&O had tried a "revolutionary" solution to saving steam in the three M-1 steam-turboelectrics, but its mechanical department (the Advisory Mechanical Committee quietly gave up the ghost in 1949) was hardly equipped at the time to pioneer in steam turbines and electric traction.



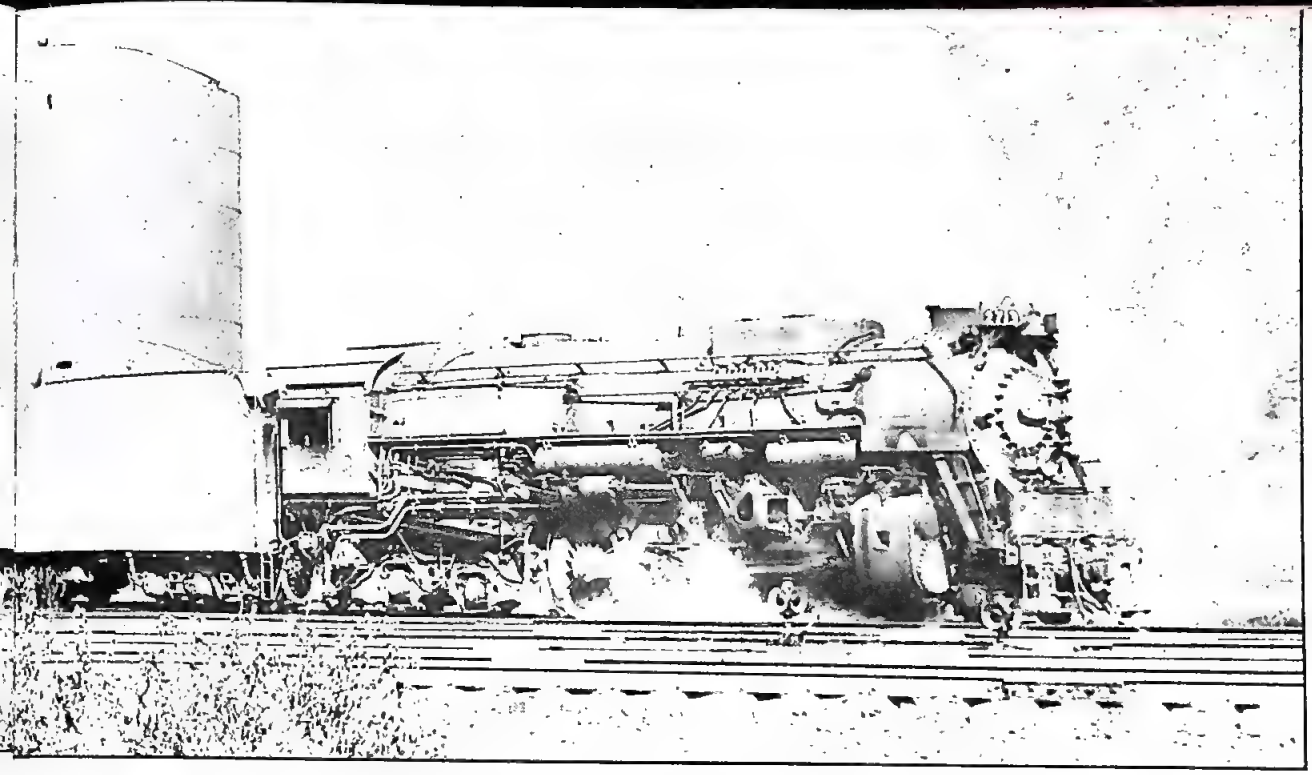
PAUL GORATH

S K BOLTON, JR., H H HARWOOD COLLECTION



The Virginian 2-8-4s

When in 1943 Brooke went to the Virginian as chairman of the board, he took with him Frank Beale, who as assistant to the president under Brooke on C&O, NKP and PM, had been his "man Friday." Like Brooke, Beale was a native Virginian who had been trainmaster on the Clifton Forge Division riding the dynamometer car when Lima's A-1 was tested alongside a C&O K-3. Now he as president and Brooke as board chairman headed a keen competitor with C&O for access to mines in the rich southern West Virginia "Smokeless" coal fields. But despite the competition and the need to maintain a corporate identity separate from C&O, one of Brooke's and Beale's first important acts was to authorize construction of the first new steam power on the Virginian in 22 years: eight Allegheny 2-6-6-6s in 1945 and five 2-8-4s one year



NOWHERE DID THE KANAWHAS look more at home than along their namesake river at Handley, W.Va., where 2713 shared the terminal in 1951 with a 2-6-6-6.

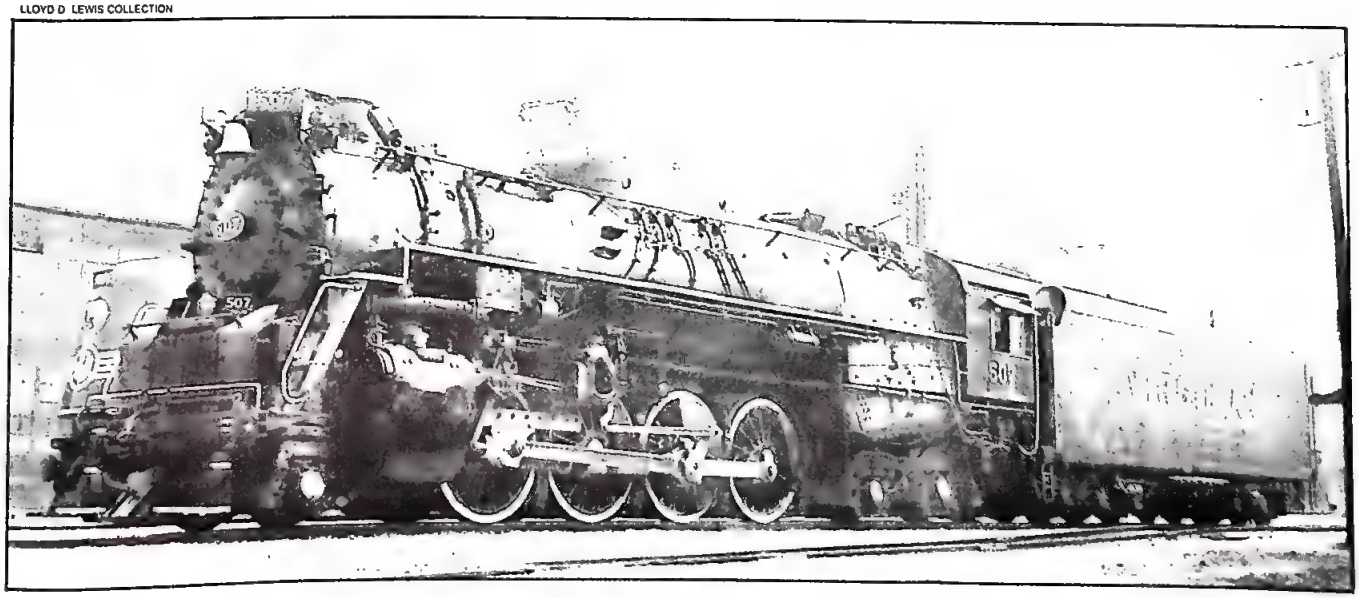
later. Both orders were identical in practically every detail to their C&O counterparts. It is not unusual for one railroad to use another railroad's designs, even when they have no corporate connections, but it is unusual to keep the styling so similar that one railroad's engines can be mistaken for the other's. Yet the Virginian did, even keeping C&O's oval-style number plates; it did, however, increase the water capacity of the tenders and build the sand box around the steam dome, as would be done with C&O's own Hudsons and Greenbriers of 1948.

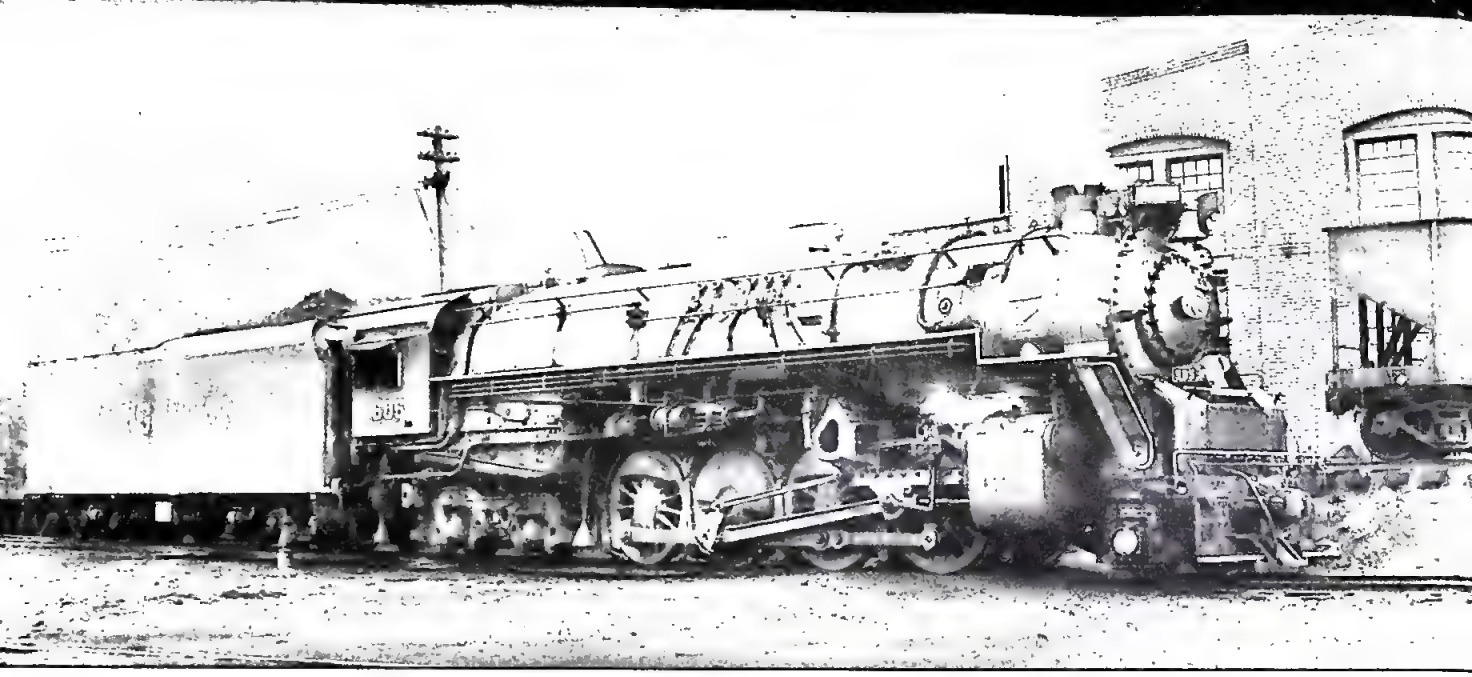
The W&LE Berkshires

Here ends the story of the authentic Van Sweringen 2-8-4s—214 locomotives whose identical designs owe principally

GEORGE BROOKE took his C&O designs with him to the Virginian in 1943. VGN BA 2-8-4 506 (opposite left) had a freight rolling at Suffolk, Va., in January 1953. Though dead, the 507 was displayed for a visiting railfan group in Roanoke in 1956.

LLOYD D. LEWIS COLLECTION



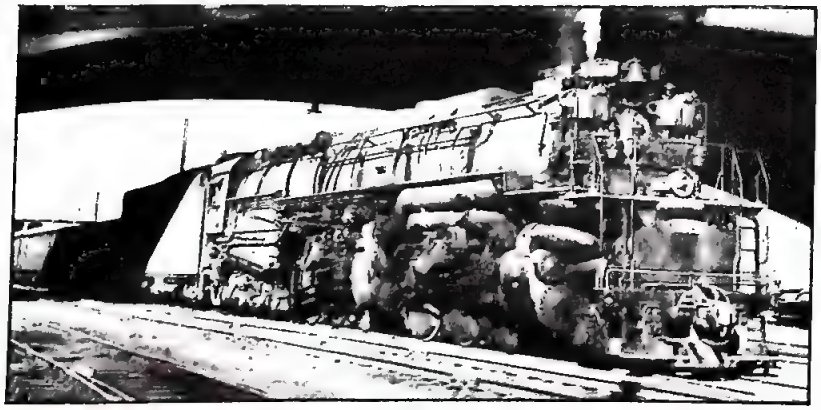


L M KELLEY, H H HARWOOD COLLECTION

JUST ONE YEAR OLD, Virginian BA 505 rests at Roanoke in September 1947. Except for a larger tender and modified sandbox, they were identical to C&O K4s.

TWO PHOTOS J J YOUNG JR

THE VIRGINIAN, under Brooke, also got near-duplicates of the C&O's largest locomotives, the huge Lima 2-6-6-6 Alleghenies. C&H H-8 1647 was northbound at Fostoria, Ohio, in June 1950. Note the similarities with Virginian 902 (below) at Roanoke.



to the executive decisions of two outstanding railroaders: John J. Bernet and George D. Brooke. Of course, just because a road was under Van Sweringen control (through the stock holding Allegheny Corporation) did not mean it would purchase the so-called Van Sweringen Berkshires. Missouri Pacific and Chicago & Eastern Illinois were under the Van Sweringen aegis. The latter road never owned any engines with four-wheel trailing trucks, and the Mo-Pac's Berkshires belonged with the B&A, B&M and IC designs, not with the Nickel Plate class S, which had evolved from the Erie S-1 and C&O T-1. However, one other Van Sweringen road, the Wheeling & Lake Erie, which was merged into the Nickel Plate in 1949, purchased the first ten of 22 Van Sweringen Super Power Berkshires from Alco in 1937. The W&LE operated 503 miles of track mostly in the coal fields of southeastern Ohio and the heavily industrialized districts of eastern Ohio. For its heavy tonnage lines, the W&LE found the new Berkshires answered every need. W&LE was never under joint management with NKP until 1949, and, in fact, pursued an independent course in motive power, even though Nickel Plate controlled 56% of W&LE stock. John Rehor, in his comprehensive *The Nickel Plate Story,* is hard pressed to discover the precise influence. He cautiously states that the purchases were "possibly influenced" by the NKP, the Advisory Mechanical Committee and the "favorable experience with Erie 2-8-4s on W&LE's Youngstown to Toledo time freight." In

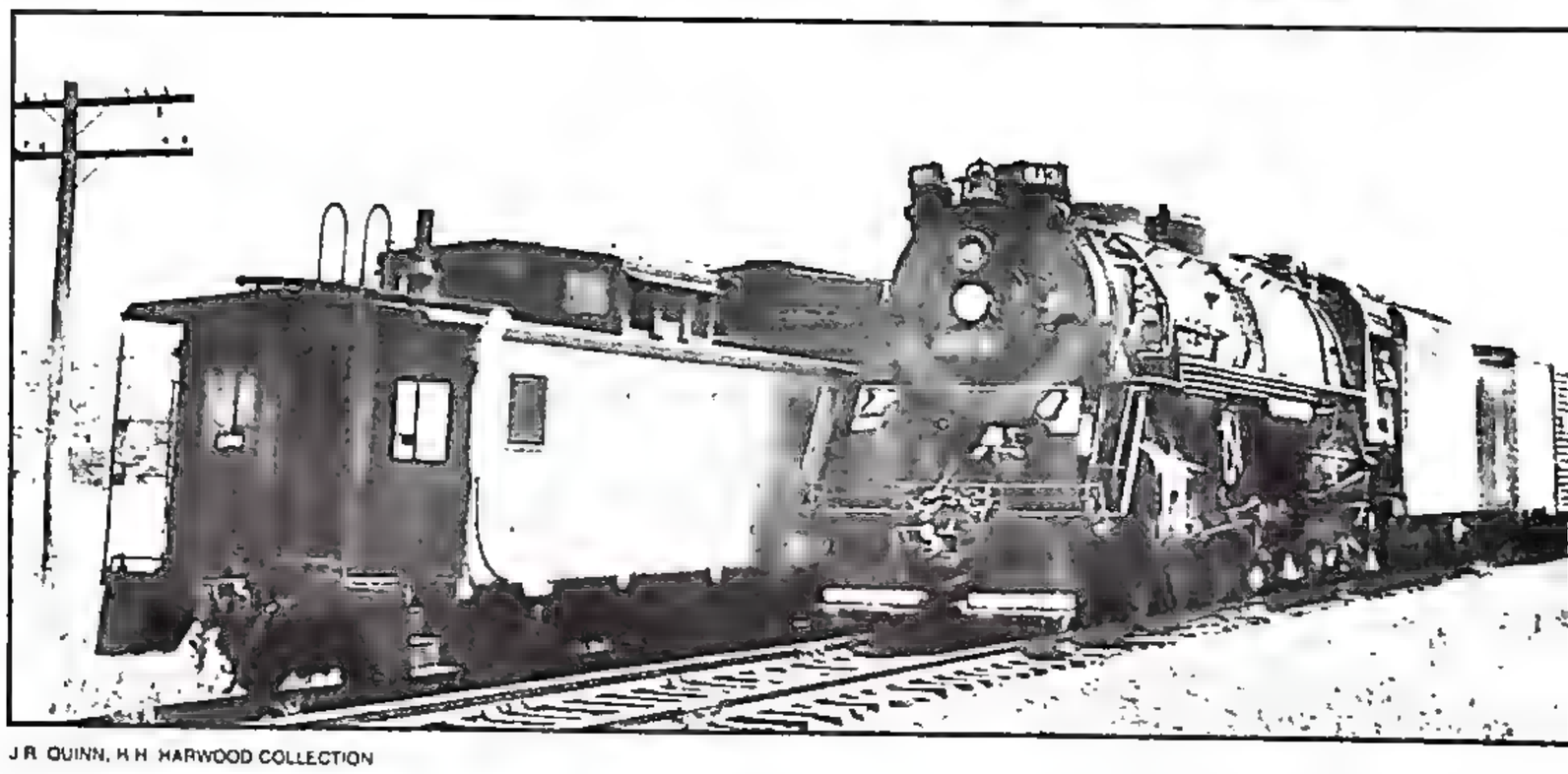
principal dimensions and weights, the NKP S-1 and W&LE K-1 were practically identical. However, the W&LE version did have a "country cousin" lack of polish in appearance—at least on the front end, which featured a 36-inch inboard bearing engine truck and a flat pilot, all footboard. Its distinguishing features otherwise were Box Pok drivers, Elesco exhaust steam injector and Timken roller bearings on all axles.

Baldwin and the L&N

Such a successful design as the Van Sweringen 2-8-4 could not fail to catch the attention of motive power men with large fleets of Mikes to replace or supplement at the beginning of World War II, as well as of Baldwin Locomotive Works—the one builder who had yet to get a contract for a Van Sweringen model. By 1941, when Louisville & Nashville needed new freight and passenger power, it lost interest in ordering dual service 4-8-4s after the success of diesel passenger demonstrators; so it opted for 2-8-4s. At that time there were two basic designs: the original A-1 and its imitators (all with 63-inch drivers) and the NKP-PM-W&LE Van Sweringen design. The Texas type and modern simple articulateds were too heavy and too long for L&N, even though the road carried heavy tonnage over numerous steep grades through Appalachia. So Baldwin proposed to L&N the biggest 2-8-4 available.

One might ask why L&N and Baldwin did not start from scratch and design their own 2-8-4s. There were two good reasons. The 69" or 70" driver height had by then been proven—on

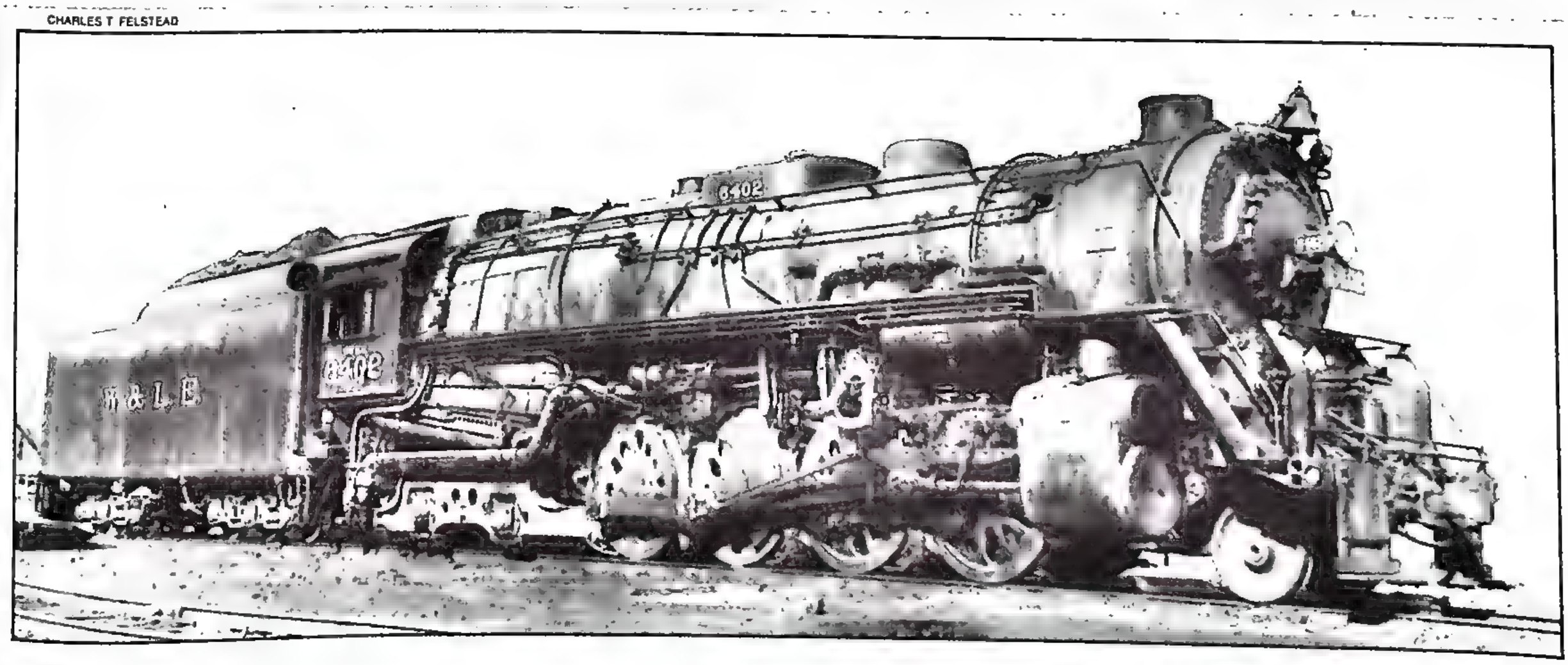
J J YOUNG JR



J R QUINN, H H HARWOOD COLLECTION

WHEELING & LAKE ERIE Berkshires differed in appearance from their NKP cousins. The 6402 was at Toledo, Ohio, on September 25, 1949. Shortly after the NKP-W&LE merger in 1949, the 6413 was at Pittsburgh Junction (top) alongside a P&WV FM diesel. The 6413 became NKP 813 and in July 1952 was (above) at Lodi.

CHARLES T FELSTEAD



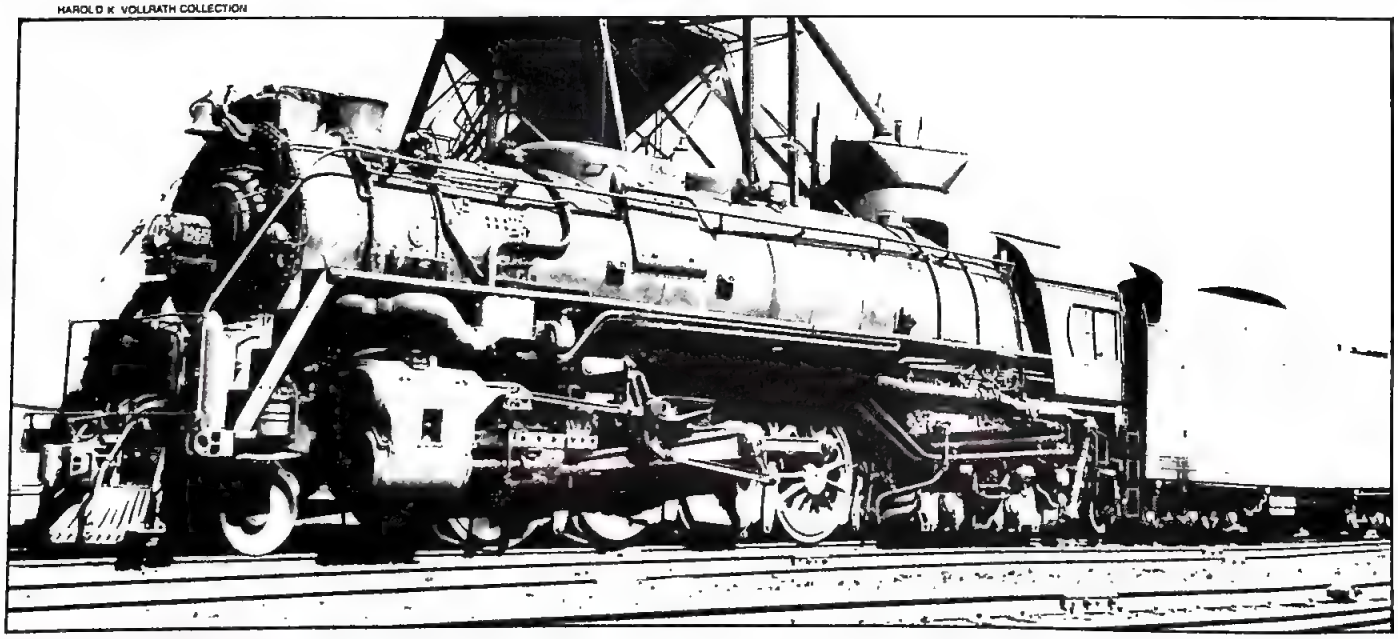
The Van Sweringen Berkshires

EUGENE L. HUDDLESTON

LOUISVILLE & NASHVILLE'S Baldwin M-1s are more similar to the Van Swerigen engines than their looks might suggest. The 1952 is shown here about to depart DeCoursey, Ky., in May 1949, while the 1965 (below) was there in September 1948.

2-8-4s, 2-6-6-4s, and 2-10-4s—as the most practical for high horsepower combined with high drawbar pull. And for an eight-coupled locomotive with 69-inch drivers there were not many options on the dimensions of the plant needed to supply the power. Bryan Reed, in *Locomotives in Profile* (quoting Leonard Fry), stated the limitation in explaining why "one 4-8-4 was very much like another": "Designers may express their personalities in details such as trucks, but the logic of the engineering requirements is inescapable." Thus there could not be much difference in design between L&N's version of Super Power and the Van Sweringens'. Secondly, Baldwin, who proposed the design, had no need to steal or buy any-

HAROLD K. VOLLRATH COLLECTION



one's dies, patterns or erection drawings if it wished to adopt an existing design, for plans were not proprietary. James Cunningham, former Lima calculating engineer and chief engineer at Canadian Locomotive, stated: "Except for patented items, anyone was free to use anyone else's design. All patented items had royalties to be paid if used." And Ray S. Curl, veteran of Mo-Pac's mechanical department, adds: "The locomotive builders had to furnish each road reproducible tracings of all drawings covering each locomotive, so the railroad could run prints and send them to another road at will." And, it might be added, to a builder at will. In short, without resorting to industrial espionage, Baldwin could have appropriated the Van Sweringen drawings. Besides, eight years having elapsed since the original NKP design, certain dimensions would be widely known anyway; e.g., slope of the crown sheet, diameter of the dry pipe and exhaust nozzle, and thickness of boiler sheets.

Even though the L&N M-1, or "Big Emma," bore little resemblance in exterior detail to the original Van Sweringen 2-8-4s, it had the same principal dimensions, except in cylinder bore and stroke. Baldwin proposed 26-inch bores, the same as for the Pere Marquette 2-8-4s of 1937 and the later C&O and Virginian versions, but L&N opted for for 25 inch, as found on the NKP and W&LE versions. All Van Sweringen 2-8-4s had 34-inch piston strokes, which—with one inch of tire wear—provided leverage midway between the axle and wheel surface. The Baldwin (and later Lima) "Big Emmas" had two-inch shorter stokes, identical to the 105 Erie class S Berkshires of 1926-28. (The shorter stroke provided less leverage for power but reduced piston speed.) Another difference was that all Van Sweringen Berkshires were set to "pop" at 245 p.s.i.; the L&N's, however, were set at 260. But in all principal dimensions they were identical: e.g., in diameter of the three boiler courses and smokebox, and in width and length of firebox; in both having 202 3½-inch flues; in driver wheelbase and in distance from centerline of one axle to the next.

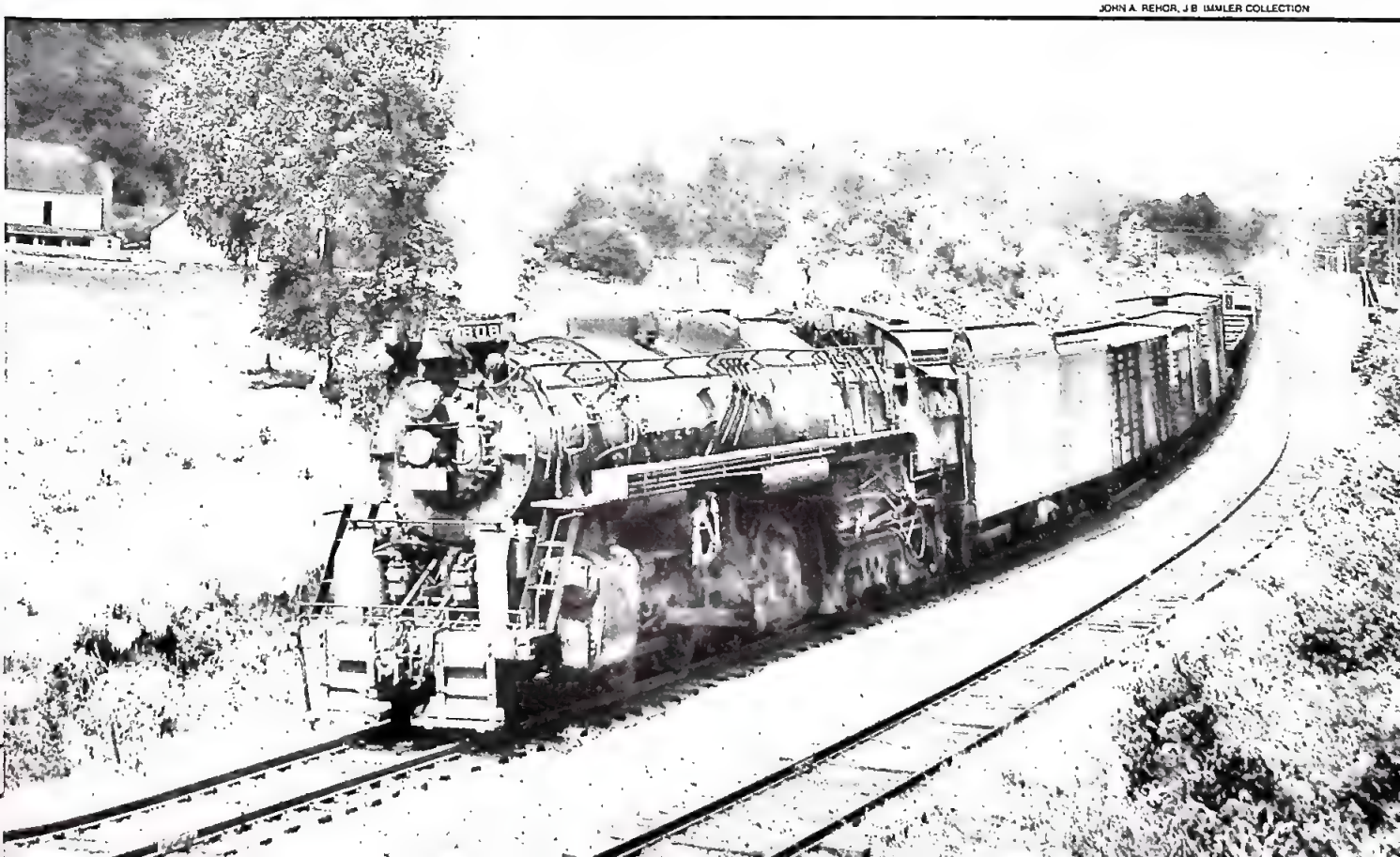
Total engine wheelbase was affected by differences in sizes of lead and trailing wheels. Engine truck wheel on the L&N was 36″ diameter vs. 33″ for the Van Sweringen. This increased diameter accounts for most of the increased distance from centerline of the engine truck to centerline of no. 1 driver on the L&N. Likewise, the L&N had a Delta trailing truck of different design and wheel size: two 42-inch wheels as against the Van Sweringen 36 and 43 inch. Other differences in dimensions were superficial but affected the appearance of the engines. For example, the cab roof of the L&N M-1 extended farther from the backhead than the Van's, as did the pilot assembly from the center line of the engine truck. These extensions accounted for the increased total engine length of 1′ 3″ over the NKP S-1. Likewise, a taller smokestack on the M-1 made them two inches taller (15′ 10″ vs. 15′ 8″). Thus, Baldwin changed the "specs" just enough to individualize the design and keep anyone from accusing either Baldwin or Lima of being "copycats." In basic lines and proportions the L&N "Big Emmas" and the Van Sweringen 2-8-4s were "look alikes," but in exterior detail the L&N exhibited originality of design, principally with its smaller sand dome, angled cab and lower running board lacking a step-down behind the front ladder.

Where these locomotives differed most significantly from the design shepherded by the Van's Advisory Mechanical Committee were in those thousand-and-one details that every railroad mechanical department had its own ideas about—e.g., lubrication systems and type of valve gear. Such individualizing details keep the L&N M-1 from being part of the immediate Van Sweringen "family"; like the W&LE K-1, it is more properly a first cousin.

To be continued.

THE WHEELING & LAKE ERIE Berkshires were incorporated into the Nickel Plate fleet in the early 1950s and renumbered into the 800s while receiving such NKP details as number boards and Mars lights. Here the 808 rolls through Chili, Ohio, in September 1956.

JOHN A. REHOR, J.B. MILLER COLLECTION



IOWA RAILROAD COMPANY

New life on the old Rock

by Gary L. Powell

It takes more to run a railroad than just firing up a diesel and rolling the boxcars, and the future of the Iowa Railroad will hinge on factors other than its ability to run trains and serve its customers. The IRRC presently operates 375 route miles of the former-Rock Island main line between Council Bluffs, Iowa, and Bureau, Illinois, plus a couple of branches. There is a lot of grain to be moved and enough industrial customers on the line to make the railroad a potentially profitable one.

GARY L. POWELL

A COLORFUL ARRAY of motive power is typical of the Iowa Railroad. A Milwaukee Geep and IC black GP28 crossed the BN at Colona, Ill., on February 21, 1983 (**above**), while a couple of weeks later, March 12, U30B 25 was leading IC 9439 and another Milwaukee Geep (**top right**) eastbound alongside the old canal at Wyanet, Ill. One of the rare solid-orange ICG GP28s, 9430, had black 9437, BN SD7 8066 and a Milwaukee Geep arriving at Davenport (**bottom right**) with No. 2 in June 1983. Very short-lived on the IRRC were eight ex-L&N C420s leased from Chrome Crankshaft, two of which are shown (**middle right**) at Dewey, Ill., on December 21, 1982, with IRRC switcher 10.

The Iowa Railroad began operations out of Atlantic, Iowa, in November 1981, renting 75 miles of track from the Rock Island trustee. Over the next two years they expanded to encompass the entire main line between Council Bluffs and Bureau. It is impossible, however, to simply continue with the status quo, as the RI trustee has until July 1984 to sell the railroad for either operation or salvage—and the IRRC has been working hard to line up private and state backing to raise the estimated $34 million purchase price. The state legislature and courts have been in a running battle in the past few months trying to work out an acceptable method for funding the purchase of the line, and there is considerable bilateral support in the legislature.

The most likely purchaser is Heartland Rail Partners, a consortium of businesses and on-line customers—most notably the Maytag Corporation and Pella Rollscreen—who have been working with the legislature to secure the railroad. If the purchase is completed, Heartland will be free to continue operation under the present Iowa Railroad format or seek out a new operator. The purchase being negotiated would include extension of the railroad east from Bureau into the Chicago area. The Chessie System presently operates the line east of Bureau.

In the meantime, however, the IRRC has been doing an admirable job of providing rail service along the old Rock Island main. They have rostered an exotic mix of motive power ranging from ex-IC U30Bs to ex-L&N C420s and a handful of EMD switchers from a variety of sources. The mainstay of the roster today consists primarily of former-Milwaukee Geeps, ex-IC GP28s and former-BN SD7s and Geeps. Only a few of the earlier yellow-painted units remain, and the present IRRC fleet is a colorful mix of Milwaukee and ICG black and orange and BN green.

The IRRC cards a "through freight" in each direction over the entire main line each weekday, and they emphasize in their marketing brochures that a car can traverse the state of Iowa in 24 hours. Freights 1 and 2 are not your typical over-the-road manifests, however. Operationally, the IRRC is divided into three segments: Council Bluffs-Altoona, Altoona-Rock Island and Rock Island-Bureau.

Eastbound No.2 departs Council Bluffs around 9:00 a.m. on weekdays, with westbound No.1 departing Altoona about the same time. The two trains meet at Atlantic, where the crews swap trains and then return to their respective terminals, both arriving by early evening. After switching at Altoona, No.2 is again moving eastward shortly after dark, with another westbound No.1 similarly departing Rock Island. These two trains meet in the wee hours of the morning at Marengo, where again the crews exchange and the trains continue, putting each crew back home around dawn.

On the Illinois side of the Mississippi River, No.2 gets switched and rolls out of Rock Island in late morning, bound for the Chessie connection at Bureau. It arrives at Bureau in the afternoon, where it makes its deliveries and pickups before returning to Rock Island as westbound No.1. All IRRC trains carry a two-man crew when the consist is less than 40 cars, with an extra trainman added on longer trains.

From the standpoint of railfanning the IRRC, your best bets are west of Altoona and east of Rock Island during the daytime. The Milwaukee Road has operating rights over the former-Rock

KODACHROME GARY L. POWELL

KODACHROME BOB LAMBRECHT

main between Davenport and Iowa City on a daily basis between 8:00 a.m. and 8:00 p.m., while the IRRC has use of the line during the other twelve hours—so you're not likely to see anything of the IRRC moving on that segment in daylight.

Altoona, just east of Des Moines, where the former-Rock "K-D" line (Keokuk to Des Moines) joins the main line, is used as the IRRC's central Iowa operations point—they can buy diesel fuel cheaper there than anywhere else on the system, so it is the preferred fueling and servicing point for locomotives.

KODACHROME JOHN DZIOBKO

Altoona is also the most likely place to find a concentration of IRRC motive power, and it is one of the easiest facilities to locate, as it is just off the I-80 exit ramp in the middle of a rather small town.

The IRRC operates the northern 36 miles of the K-D line from Altoona to Pella to serve the Pella Rollscreen Company and numerous agri-businesses. A unit is kept at Altoona to work the weekday daylight branch job on the picturesque Pella line which includes a high bridge. In addition, the job goes east on the main to Newton to serve the large Maytag appliance factory which utilizes coil steel cars, boxcars and piggybacks.

Other traffic on the middle section of the IRRC includes boxcars of paper for a printing firm in Marengo and loads exchanged with the Cedar Rapids & Iowa City (CRANDIC) at Iowa City for delivery to Moore Business Forms at Hills on the ex-Rock branch south of Iowa City. The IRRC has also been active in soliciting piggyback traffic from other railroads and connecting Interstate 80. They have set up ramps at Rock Island, Vernon, Milepost 241 (just west of Iowa City next to I-80), Newton and Council Bluffs.

During the summer of 1983 the IRRC began shipping 20 loads at a time three times a week from a quarry near Earlham, Iowa, to a cement plant in West Des Moines. Most of the rest of the traffic on the west end of the line is what one would expect of an agriculture-based prairie railroad.

The IRRC also operates two branch lines in western Iowa. The Oakland branch is a six-mile spur southward off the main at Hancock Junction, 28 miles east of Council Bluffs. On weekday mornings, before the departure of No.2, a switch job heads out to work the branch, which serves the Land of Lakes beef processing plant. The Audubon branch, reaching 25 miles northward from Atlantic, serves a lumber yard and a number of grain elevators and agriculture-related businesses. It is worked out of Atlantic about once a week on an as-needed basis.

The largest "engine terminal" on the IRRC is at Council Bluffs, where they use the former-RI two-track metal enginehouse and servicing facility. There is also a one-stall enginehouse at Atlantic, while servicing at Altoona and Rock Island is done outdoors.

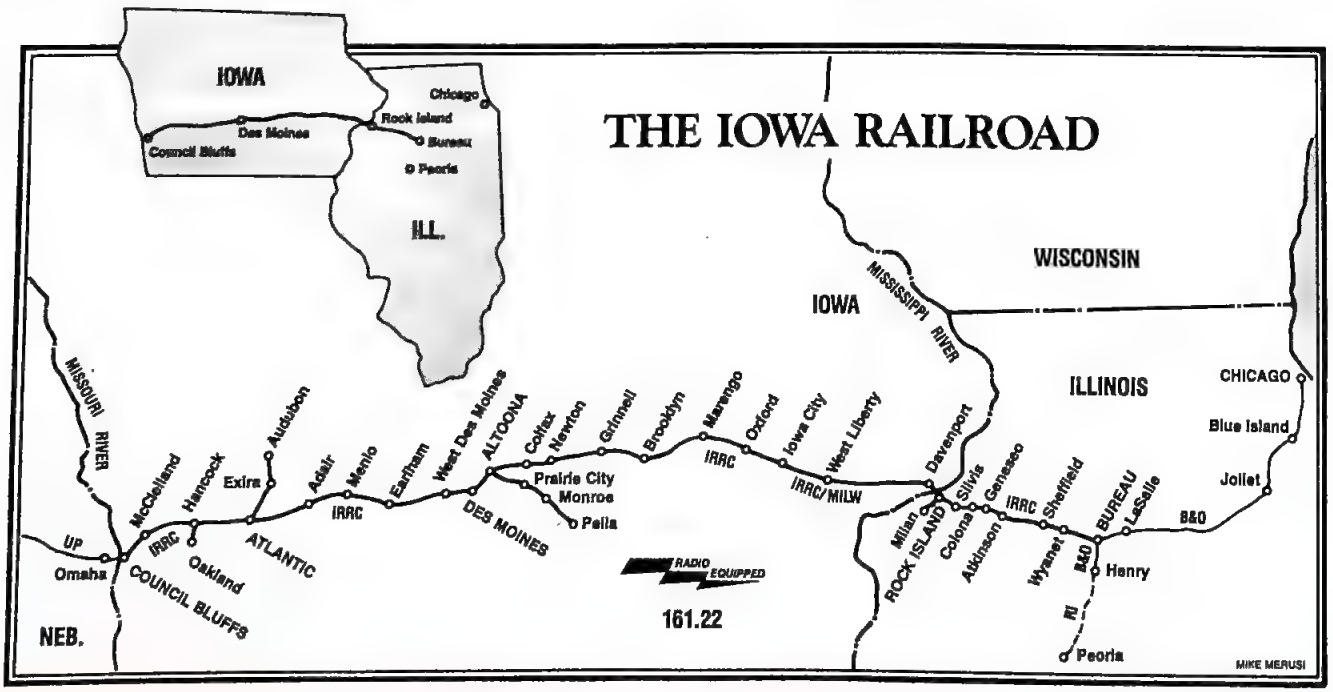
On Saturdays the IRRC operates a "clean-up" train during daylight hours from Altoona to Council Bluffs. Going through Des Moines they have to clear their train movements with the C&NW dispatcher, who controls a portion of the old RI main through town.

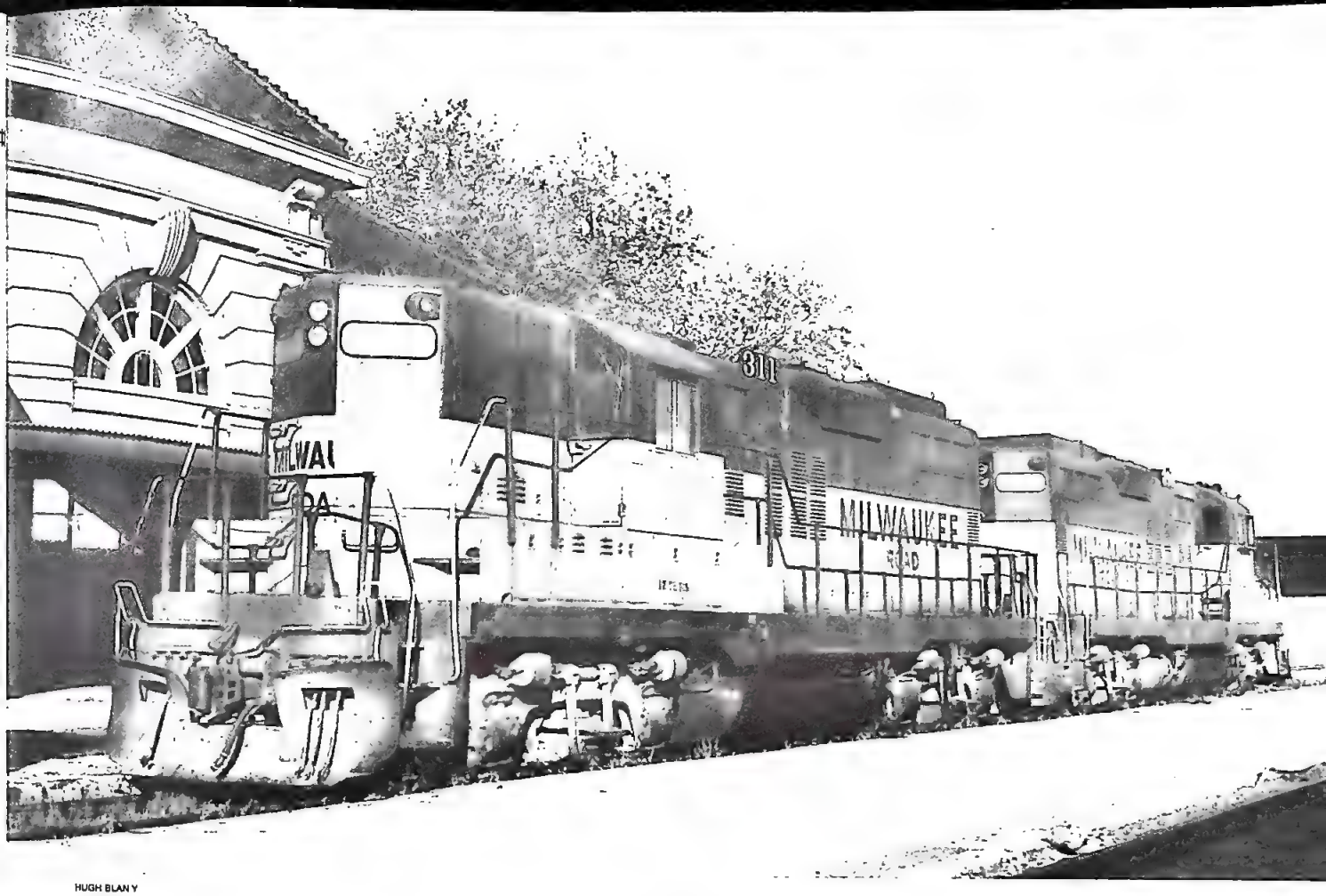
Until December 1983 when they moved into a new office far from the tracks on the north side of town, the IRRC had used a portion of the former-RI depot in Des Moines as its headquarters, including the superintendent's and dispatcher's offices. Railfan photographers will appreciate the many former-RI depots of various styles—wood, stone and brick—that remain along the Iowa Railroad.

One of the bigger depots is the Rock Island passenger station, and the IRRC has refurbished a portion of the handsome structure for use as their Quad Cities operating headquarters. While the yard adjacent to the depot has been used as the focus for Rock Island operations since the start-up, prior to late 1983 the operating headquarters had been in the wooden depot at Milan, on the end of a ten-mile industrial branch. Serving numerous businesses, warehouses, lumber yards and a new piggyback ramp, the Milan branch is the top revenue producer for the IRRC. Canadian lumber on BCR flats comes down along the Mississippi via the DW&P, Milwaukee and DRI&NW (Davenport, Rock Island & North Western, a Quad Cities terminal railroad owned by the Milwaukee and BN) for delivery to Milan.

Besides interchange work and the Milan branch, there are other Illinois businesses requiring switching, including Midland Iron & Steel, which uses part of an old brick roundhouse and yard in Moline. Their scrap metal is shipped west to North Star Steel Company in Wilton, Iowa—but since the Milwaukee has the traffic rights on that segment of the joint track, they receive the cars from the IRRC and deliver them to North Star, even though the Iowa goes right by North Star's door!

The IRRC gets a bit of business out of the former-RI facilities at Silvis.





HUGH BLANY

FIVE MILWAUKEE ROAD GP9s were leased in October 1982; the 311 and 310 were idling outside the Rock Island depot on June 6, 1983. The IRRC's first locomotive was No. 10, the former-RI 927 (below), which went to work out of Atlantic, Ia., in late 1981.

CHUCK PETERS

They will occasionally venture into the old hump yard to switch out stored rolling stock for the RI trustee, and they get a number of derelict diesel units off the Chessie at Bureau for Chrome Crankshaft in the old Silvis shop complex. Interestingly, the outbound rebuilt units are usually handed to the DRI&NW for the BN or Milwaukee.

The IRRC operates the south track (eastbound main) of the former double track RI main line to Bureau. Getting out of the congested terminal area around the old Silvis yard is a bit slow, but once over the BN diamond at Colona, the track is in excellent shape with a timetable authorized speed of 35 m.p.h. The IRRC must get permission from the BN dispatcher to cross his Galesburg-Savanna main line.

East of Colona, the railroad is fairly easy to follow with some attractive photo opportunities. East of Atkinson, U.S. 6 parallels the line for a fine chase across the cornfields. The train may pause to switch the agri-businesses at Sheffield before swinging south to cross under the old CB&Q main line west of Wyanet, where a bridge and old canal provide a picturesque setting south of town.

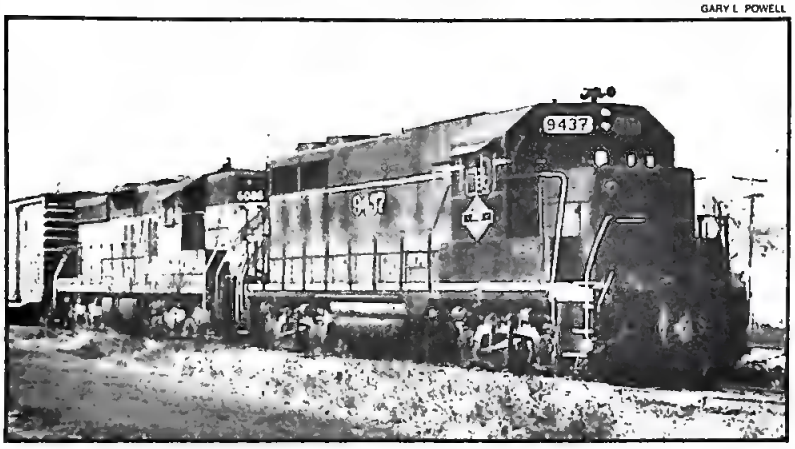
Just west of the Illinois 29 underpass near Bureau, the IRRC has a grain-unloading facility on the former west-bound main line. Here grain from rail cars is unloaded into trucks for transfer to Illinois River barges. Depending on the season and grain market, grain extras out of Iowa are often moved directly to the Bureau facility, usually in morning trains out of Rock Island.

The interchange connection at the IRRC's east end is the Chessie System, which picked up the Rock Island main line west of the Chicago suburban area to the big Grace facility at Henry, Ill., on the Peoria branch. The actual interchange with the B&O takes place near the grain facility with the Chessie venturing west of Route 29 to pick up off the IRRC.

The IRRC was negotiating to acquire operating rights on the branch into Peoria, but poor track conditions and other problems held things up. It was to operate over Chessie trackage to Henry and then work the line south of there to the edge of Peoria. This situation is now in

Iowa Railroad All-Time Diesel Roster

GARY L. POWELL



EX-ICRR 9437 and ex-BN 6086 at Moline, November 11, 1983.

Bold type indicates units in service or serviceable in March 1984.

IRRC	FORMER	NO.	MODEL	NOTES
10	RI	927	SW1200	First unit; leased Greyhound Leasing; painted yellow; used 8/81-mid/83.
11	**MILW**	**650**	**SW1200**	**Leased 5/82; painted yellow & black.**
903	RI	903	SW900	Leased briefly in 1982, used in Atlantic.
623	MILW	623	SW7	Leased briefly in 1982, used in Atlantic.
20	IC/ICG	5000	U30B	Leased 6/82 Central States Eqpt.; stored 3/84 at Council Bluffs.
21	IC/ICG	5001	U30B	Leased 6/82 CSE, stored 3/84 C. Bluffs.
22	IC/ICG	5002	U30B	Leased 6/82 CSE, stored 3/84 C. Bluffs.
24	IC/ICG	5004	U30B	Leased 6/82 CSE, stored 3/84 C. Bluffs.
25	**IC/ICG**	**5005**	**U30B**	**Leased 6/82 CSE, in service 3/84.**
289	**MILW**	**289**	**GP9**	**Leased 10/82.**
302	**MILW**	**302**	**GP9**	**Leased 10/82.**
310	**MILW**	**310**	**GP9**	**Leased 10/82.**
311	**MILW**	**311**	**GP9**	**Leased 10/82.**
312	MILW	312	GP9	Leased 10/82; returned immediately.
319	**MILW**	**319**	**GP9**	**Leased 10/82.**
1330	L&N	1330	C420	Leased 11/82-1/83, Chrome Crankshaft.
1332	L&N	1332	C420	Leased 11/82-1/83, Chrome Crankshaft.
1335	L&N	1335	C420	Leased 11/82-1/83, Chrome Crankshaft.
1353	L&N	1353	C420	Leased 11/82-1/83, Chrome Crankshaft.
1354	L&N	1354	C420	Leased 11/82-1/83, Chrome Crankshaft.
1355	L&N	1355	C420	Leased 11/82-1/83, Chrome Crankshaft.
1365	L&N	1365	C420	Leased 11/82-1/83, Chrome Crankshaft.
1366	L&N	1366	C420	Leased 11/82-1/83, Chrome Crankshaft.
913	L&N/TC	913	RS36	Leased 11/82-1/83, Chrome Crankshaft.
4422	RI	4422	GP18M	Leased briefly 11/82 from Chrome Crankshaft.
4491	RI	4491	GP18M	Leased briefly 11/82 from Chrome Crankshaft.
9430	**IC/ICG**	**9430**	**GP28**	**Leased 3/83.**
9431	**IC/ICG**	**9431**	**GP28**	**Leased 3/83.**
9432	**IC/ICG**	**9432**	**GP28**	**Leased 3/83.**
9437	**IC/ICG**	**9437**	**GP28**	**Leased 3/83.**
—	IC/ICG	9417	GP18	Lease never completed 3/83.
—	IC/ICG	9419	GP18	Lease never completed 3/83.
—	IC/ICG	9422	GP18	Lease never completed 3/83.
—	IC/ICG	9426	GP18	Lease never completed 3/83.
343	UP	343	GP9	Bought early/83 for parts only.
6078	**C&S/BN**	**6078**	**SD7**	**Leased 7/83.**
6079	**C&S/BN**	**6079**	**SD7**	**Leased 7/83.**
6081	**FW&D/BN**	**6081**	**SD7**	**Leased 7/83.**
6082	**FW&D/BN**	**6082**	**SD7**	**Leased 7/83.**
6083	**FW&D/BN**	**6083**	**SD7**	**Leased 7/83.**
6084	**FW&D/BN**	**6084**	**SD7**	**Leased 7/83.**
6085	**FW&D/BN**	**6085**	**SD7**	**Leased 7/83.**
6086	**FW&D/BN**	**6086**	**SD7**	**Leased 7/83.**
6087	**FW&D/BN**	**6087**	**SD7**	**Leased 7/83.**
6088	**FW&D/BN**	**6088**	**SD7**	**Leased 7/83.**
1670	**FW&D/BN**	**1670**	**GP7**	**Leased 7/83.**
1673	**FW&D/BN**	**1673**	**GP7**	**Leased 7/83.**
1564	**CB&Q/BN**	**1564**	**GP7**	**Leased late/83.**
1606	**CB&Q/BN**	**1606**	**GP7**	**Leased late/83.**

limbo pending developments on extending the IRRC/Heartland operations into the Chicago area.

Locomotives

The IRRC has had experience with many different types of diesels. Their first unit was ex-RI SW1200 927, riding on Flexicoil trucks. This unit received the "gold" and black colors of the Atlantic High School and was numbered IRRC 10. It was the only unit on the railroad when service was inaugurated out of Atlantic on November 10, 1981. When its lease expired in 1983, the unit was returned to Greyhound Leasing because the purchase price was too high.

The road's second unit was former-Milwaukee Road SW1200 650, which was painted yellow and black in May 1982 as IRRC 11 and assigned to Rock Island when the east end operations opened up. About this time ex-RI SW900 903 was being leased from Chrome Crankshaft, and in mid-1982 it was replaced by leased Milwaukee SW7 623, which itself remained on the railroad only a short while.

The IRRC hit the "big time" in June 1982 by leasing from Central States Equipment Corporation five Illinois Central U30Bs (5000, 5001, 5002, 5004 and 5005 which became IRRC 20, 21, 22, 24 and 25 respectively) which were painted yellow and lettered IRRC before being placed into service. The 22 was damaged a few months later in a collision with a gravel truck, and the others showed a propensity for less-than-reliable service. Within a year only the 25 was considered "serviceable" (working Rock Island-Bureau), and the other four wound up in the dead line at Council Bluffs.

In October 1982 the IRRC leased six ex-Milwaukee Road GP9s (289, 302, 310, 311, 312 and 319), but the 312 was immediately rejected and returned with a crankshaft failure. The 289 was damaged in the same wreck that sidelined the 22, but the Geep was repaired and put back into service. To date, none of the Geeps have been repainted yellow, though they have had their cab heralds replaced with an IRRC stencil.

In November 1982 the IRRC tried out eight ex-L&N Alco C420s from Chrome Crankshaft (1330, 1332, 1335, 1353, 1354, 1355, 1365 and 1366) along with RS36 913, originally Tennessee Central 304. The Alcos ran briefly during the winter of 1982-83 and were returned to Chrome Crankshaft shortly after the first of the year.

In November 1982 they also leased

JOHN DZIOBKO

IOWA RAILROAD COMPANY

BURLINGTON NORTHERN units, acquired in 1983, have become the new mainstay of the IRRC power fleet. Former-FW&D GP7 1673 was working Pella, Iowa, on February 20, 1984, while on the same day former-FW&D SD7s 6083 and 6088 (bottom) were leading road freight No. 2 through Moline, Ill. Now off the roster and stored at Council Bluffs, IRRC U30B 22 posed for a night photo at Rock Island on September 18, 1982.

GARY L. POWELL

two ex-RI GP18m's from Chrome Crankshaft that saw very brief service. They were the 4422 and the 4491—the latter being one of the rebuilt Geeps leased to the Wisconsin & Southern (see R&R January 1982 page 61).

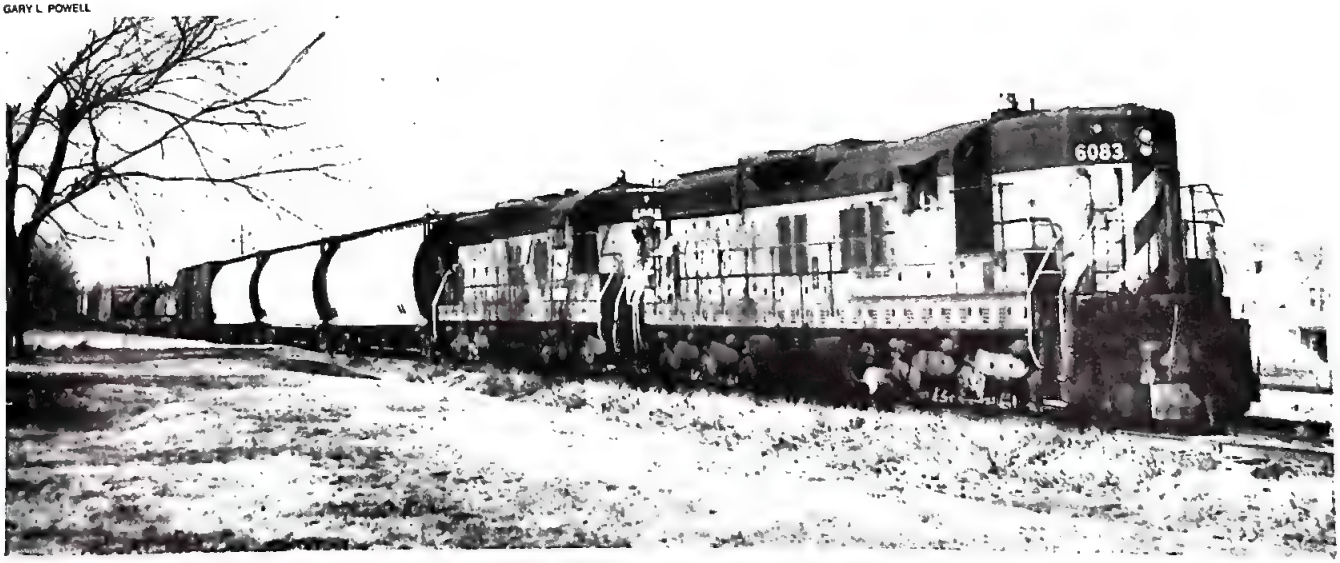
In early 1983 they leased four Illinois Central GP28s (9430, 9431, 9432 and 9437) which were quickly put into service. About the same time, four ex-IC GP18s (9417, 9419, 9422 and 9426) were delivered to the UP at Council Bluffs intended for service on the IRRC, but financing arrangements fell through and the units were never put to work. Sometime during this period UP GP9 343 was purchased strictly for parts.

In July 1983 the IRRC went after ten Burlington Northern SD7s (C&S 6078-6079 and FW&D 6081-6088), and followed those up with four BN GP7s (ex-CB&Q 1564 and 1606 plus FW&D 1670 and 1673). None of the BN units have yet been repainted, and with the Milwaukee and ICG units that share the roster, a typical three-unit IRRC freight can be a colorful affair.

To assist in generating a positive image, the IRRC recently advertised a locomotive paint scheme contest—with the winner invited to actually participate in painting the first locomotive! With the future ownership of the railroad presently in doubt, however, it is uncertain whether a winner will ever be selected.

Whatever the future brings, the Iowa Railroad has secured its place in American railroad history by preserving the viability of the old Rock Island main line at a time when it could well have perished. May the future treat its management and employees kindly.

GARY L. POWELL



In Search of Steam

Fast steam in East Germany

When we think of steam passenger trains in regular service today, the big steam-using countries come immediately to mind: South Africa, China, India and Turkey. All of those countries have steam passenger service, but most are just plodding locals. Even the *Taj Express* in India, powered by a streamlined Baldwin 4-6-2, is a rather overcrowded lumbering passenger which rarely exceeds 50 m.p.h.

The fastest steam today in regular service is to be found on the Deutsche Reichsbahn in East Germany. Here, 4-6-2s with skyline casings atop their gleaming boiler jackets, regularly wheel consists in the 60-m.p.h. range and unofficially often hit 70 m.p.h.

Steam power today in East Germany is fading, as elsewhere in the Communist block countries. To sample a variety of standard and narrow gauge locomotives, in late 1981 I spent two weeks in search of steam. Based on that personal experience, as well as recent news, here is the steam situation as we go to press.

Saalfeld has long been considered the Mecca for standard gauge steam in East Germany. Frequent freights powered by 2-10-0s may be observed from the overhead bridge overlooking the roundhouse just north of the station. This vantage point is undoubtedly the most widely photographed location for steam in the entire country. In fact, one afternoon I rubbed shoulders with fans from Japan, West Germany and Great Britain. Despite the obvious language barrier, we all managed to alert each other when a steam train was spotted and run to the appropriate bridge railing for a picture. Here, fans are so commonplace that not even railway police check for passports or photo permits. Keep off the private railroad property is the rule, and don't shoot troop trains or flat cars with military equipment. Once from the Saalfeld bridge, a German wartime 2-10-0 came lumbering into camera range hauling a string of flats with Soviet-built tanks swaying behind her tender. As I itched for a shot, the West German fans shouted to me to follow them and lay down my cameras, put both hands on the top of my head and turn my back to the oncoming train. Their frantic insistence made me obey. I sure wish I had that scene on film!

Saalfeld has long been the final stomping ground of East Germany's finest and fastest, the 01-5 class rebuilt, semi-streamlined Pacifics. The racetrack in recent years for them is north to Jena and northeast to Gera and onward to Leipzig. The dead-ended, multi-arched trainshed is about the largest in Europe, with approximately 20 tracks across. Here, electrics, diesel and occasionally steam power line up to haul locals and expresses to various parts of East Germany and beyond. At the time of this writing, most of the 01-5 Pacific assignments have been replaced by high wheeled, 41-class 2-8-2s. The dual-service Mikados are quite capable machines and are almost as fast as the Pacifics.

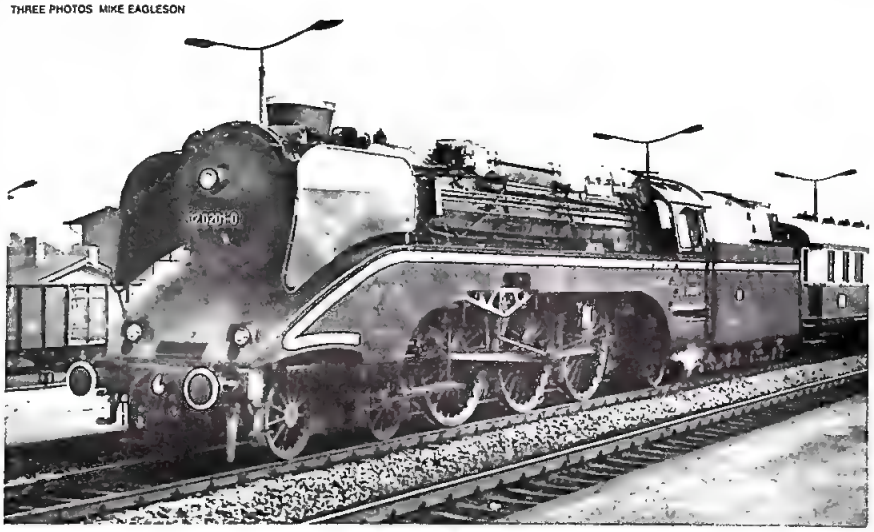
Elsewhere in East Germany, 50-class 2-10-0s still handle considerable freight out of Stendl to Wittenberge and Salzwedel. Sangerhausen handles steam-powered freights eastbound to Riestedt and beyond, all up hill, often requiring a pair of the heavier 44-class three-cylinder 2-10-0s. Sometimes a diesel leads the way with a Decapod barking loudly for attention, pushing hard on the rear to the top of the hill at Blankenheim. At other times, you can luck out with a brace of 2-10-0s, fore and aft, filling the air with their six-beat exhausts and pugnant oil smoke.

Halberstadt sees 50-class 2-10-0s on passenger runs to Wernigerode and Thale, and freight turns to Magdeburg, Wegeleben and Quedlinburg. An 86-class 2-8-2T runs between Schlettau and Crottendorf. 52-class 2-10-0s may be found at Gorlitz, Zittau, Elsterwerda and especially at Brandenburg with some eight round tips a day scheduled for freights and passengers. Nordhausen is also good for 52-class locomotives. Nossen still rosters steam motive power for passenger trains with 50-class 2-10-0s. This type also runs between Wismar and Rostock, as well as many other places.

Be assured, that these are only a few of the better standard gauge steam centers. There are dozens of smaller sheds which still turn out steam power for locals, switching and standby.

Try to plan your trip around a fan trip. East Germany's department of tourism is getting more understanding of such things, as they do bring Western currency into the country. There is also an active group of mod-

THREE PHOTOS MIKE EAGLESON



EAST GERMANY was a great place to find steam on passenger when Mike Eagleson visited in 1981. Streamlined Pacific 02 0201-0 was at Angermunde, while 01 0519-7 was departing Leipzig (below). More common were the 2-10-0s like 44 0581-4 (right) at Saalfeld engine terminal in October.

elers and steam photographers who organize excursions with extinct classes of motive power. My visit coincided with a double-header on the standard gauge, the last run of a 62-class 4-6-4T on the point of an 02-class streamlined Pacific painted green and hauling restored coaches painted blue and cream from the pre-war *Rheingold Express.*

Finally, a word must be mentioned about photographing steam in East Germany. The country is *the most* tolerant of all Communist countries for rail photography. Although the concept of a "hobby" is still not understood by most people, the awareness of incoming tourist dollars to see old steam locomotives can no longer be ignored. Basically, photography of railroads is allowed at any location generally available to the public, i.e., station platforms, country crossings etc. Railroad yards, shops and locomotive enginehouses and facilities are still, unfortunately, off limits. (Actually, technically, so are the same facilities in this country). Occasionally you will run into a railway policeman, military personnel or just plain civilian who isn't familiar with the recent allowances or rulings. Be polite, don't photograph *anything* military, stay far away from military bases and airports, avoid tunnels and railway bridges, and behave like a guest in their country, and you should be all right. Making a steam trip there today is still worthwhile.

Probably, your biggest danger lies when driving around the country in a rented car. The unusually low posted speed limits are absolutely mandatory—even far out in the country. A farmer's lane is as prone to radar detection as our own Interstate highways. Police are everywhere to assure law and order. Stiff fines are plentiful for speeding, illegal parking, wrong turns, not wearing seat belts etc., and tickets are written up on the spot and fines taken at that time. And you better have several hundred dollars worth of East German Marks along just for this purpose. Illegal parking is dealt with by placing a locked clamp on the wheel of your car to keep it there until it can be towed away by the police. It is quite costly to bail it out. But don't let these experiences scare you away from making a most rewarding steam trip. East Germany is probably a lot safer to walk around in than many parts of our own country. There is something to be said for this law and order. Crime is very rare. If you obey *their* rules while traveling in East Germany, you'll be okay. Have a good time in search of steam.

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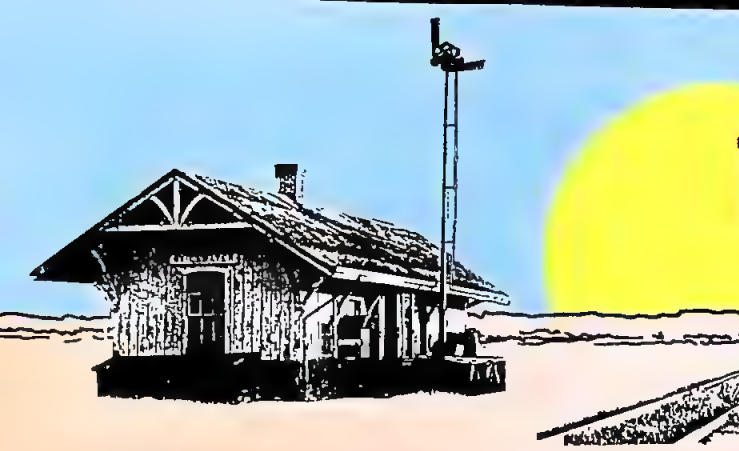

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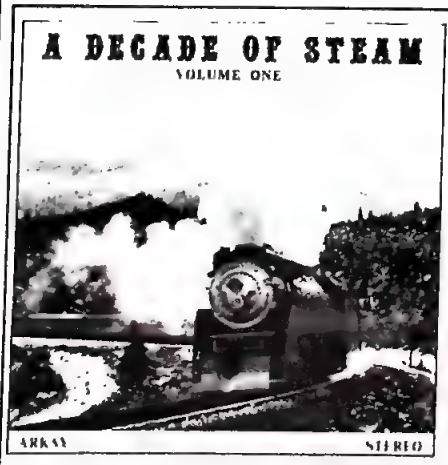
ONE OF THE MOST FAMOUS views of the *Pioneer Zephyr's* dawn-to-dusk dash from Denver to Chicago is this of the train at the east end of the Aurora, Ill., depot at 6:41 p.m., May 26, 1934.

Pioneer Zephyr: 50 years

May 26, 1934: The CB&Q's *Zephyr* departs Denver Union Station at 5:05 a.m. bound for Chicago. Nonstop. The silvery shovel-nosed three-car articulated train is the first joining of a diesel engine and the Budd Company's stainless steel carbody construction into a passenger train format that will set the industry standard for the next half a century—to say nothing of possessing the power plant that will ultimately replace steam in less than half that time. The Union Pacific's M10000 of 1933 utilized a spark-ignition Winton distillate engine within its rivet-laden aluminum alloy carbody, and while the industry will forsake the articulation of both trains for the consist flexibility of individual cars, it is the stainless steel-diesel combination that will last through Amtrak (Budd's Amfleet II cars and EMD's 645-powered F40PHs are direct descendants of *Zephyr* technology).

That dawn-to-dusk run of 1934 covered the 1015 miles of the CB&Q main line at an average speed of 77.6 m.p.h. with an elapsed time of 13 hours and five minutes, compared to a conventional fast schedule of 26 hours. The 600-h.p. Winton 201A diesel engine whipped the little train up to 112.5 m.p.h. near Wray, Colorado, and then covered the next 19 miles at over 100 m.p.h.

The trip was not without incident. Somebody slammed an electrical cabinet door on the starter cable, short circuiting it. Smelling the burning insulation, the engineer shut down the diesel—and was then unable to restart it because of the broken cable. EMC's



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Assistant Chief Engineer Roy Baer saved the day by jamming the cable together by hand and giving the order to restart the engine. The resulting flash burned his hands, but the engine fired and the *Zephyr* kept its nonstop run intact. Later in the trip, too much use of the air horn drained the reservoir and began to set up the brakes, but another EMC man opened the throttle and recharged the system before the train stopped.

At 7:10 p.m., the *Zephyr* cut the Western Union timing tape at Halsted Street, completing the timed portion of the journey in 13 hours, 4 minutes and 58 seconds. She continued eastward over the St.Charles Air Line to the lakefront and finally stopped near IC's Central Station before backing down to the Century of Progress Exhibition and pulling to a final halt on the stage of Edward Hungerford's *Wings of a Century* pageant. Now *that* was the way to introduce a train!

The *Zephyr* then went on a barnstorming tour and starred in the R-K-O movie called *The Silver Streak*—long before anybody ever heard of Richard Pryor. The three-car train consisted of the locomotive/RPO unit, a baggage/express car with a buffet-grill and 20 passenger seats, and the observation with twelve lounge chairs and coach seating for 40. With its obviously limited capacity, the *Zephyr* was never intended as a main line train, and it soon fell into its intended assignment between Kansas City and Lincoln, Nebraska. The 9900 got a fourth car added (the "*Pioneer*" portion of its name was applied in 1936, having been simply the "*Zephyr*" prior to that) and got a special main line assignment from May through November 1936 as the *Advance Denver Zephyr* between Chicago and Denver until the new DZ equipment arrived. Later she saw duty in Texas between Houston and Ft. Worth before going on to assignments on a Galesburg to Quincy, Ill., local and then a Galesburg-Quincy-St. Joseph run. Her final assignment, from August 1957 to March 1960, was St. Joseph-Omaha-Lincoln, reduced back to her original three-car configuration. On March 20, 1960, she ran under her own power to Chicago, where she was presented to the Museum of Science & Industry, where she resides today. (The UP M10000 was scrapped in 1942.)

The *Pioneer Zephyr* sired no less than eight more CB&Q shovel noses: *Twin Cities Zephyrs* 9901-9902, *Mark Twain Zephyr* 9903, *Twin Cities Zephyrs* 9904-9905, *Denver Zephyrs* 9906-9907, and the 9908, *Silver Charger*, built for the *General Pershing Zephyr*. In addition, back in 1935 the Boston & Maine bought a near-twin to the *Pioneer Zephyr* in its 6000, the *Flying Yankee*. The 9900-9903 and *Flying Yankee* were fully articulated trainsets, while the 9904-9907 were separate locomotives pulling articulated trains; only the 9908 was designed as a separate locomotive for a non-articulated train.

From Aerotrains to TurboTrains, the railroad industry seems compelled to reinvent the articulated *Zephyr* from time to time—with almost uniformly dismal results. While it was the shovel nose and articulated image that made the *Pioneer Zephyr* distinctive, it was its stainless steel construction and diesel-electric power plant that made it an unqualified success *in spite* of the articulation. And 50 years after the 9900's triumphant debut, one can still ride a diesel-powered stainless steel *Zephyr* between Denver and Chicago. Need more be said?

BERNARD G. CORBIN

THE *PIONEER ZEPHYR* paused at Creston, Iowa, on its last run, en route from Omaha to Chicago on March 20, 1960. Although modified over the years—most notably that Mars light casing above the headlight—the 9900 was still powered by her 600-h.p. Winton 201A diesel engine.

The 50th Anniversary Project

Just about a year ago Mike Gleason from Chicago called the R&R office and observed that May 26, 1984, would be the 50th anniversary of the day the *Pioneer Zephyr* made its historic dawn-to-dusk nonstop run from Denver to Chicago, officially ushering in the era of the diesel-powered streamliner.

"Has anybody thought about resurrecting a *Zephyr* for the occasion?" Mike asked.

It was a good question, and we began to do some checking. The original *Pioneer Zephyr* is beautifully preserved at Chicago's Museum of Science & Industry, but being entombed far from useable tracks made her an unlikely candidate—even if the Museum would part with such a treasure, which was highly doubtful. The Illinois Railway Museum has a serviceable *Nebraska Zephyr* train but no shovel-nose unit to power it, al-

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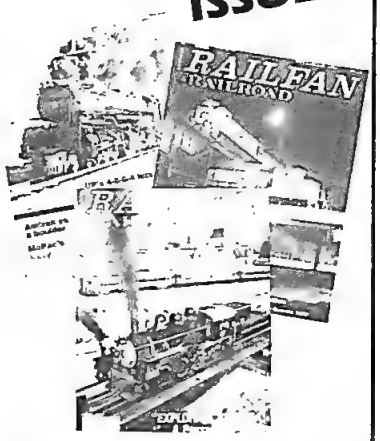

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NOT ON THE WHEEL REPORT — By Joe Easley

"You oughta be off the extra board in seven years; thirty-five more, if you live, you'll be a conductor and have a lotta fun stayin' up nights and never bein' home"

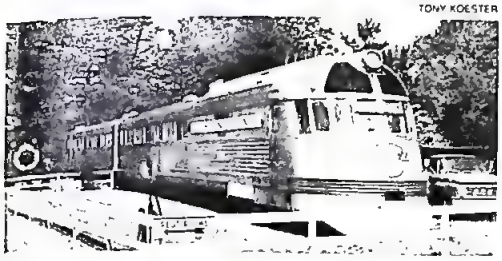
though their E5 would make a nice match. The only other unit that would go with the IRM train might be shovel-nose unit 9908, the *Silver Charger,* at the National Museum of Transport in St. Louis. There was also the *Mark Twain Zephyr* at Mt. Pleasant, Iowa, but she was reported to be in pretty rough shape.

Then I remembered the *Flying Yankee.* On display at the Edaville Railroad in South Carver, Massachusetts, I recalled her being in pretty good shape, too. A quick phone call to Skip Clark in Boston confirmed that she was intact and that her owners would be very interested in such a project. We dispatched a local equipment expert to Edaville to look her over and got the following report. The B&M *Flying Yankee,* the nearly identical twin to the *Pioneer Zephyr,* looks more like the 1934 *Zephyr* than the *Zephyr* herself does today, having been modified extensively by the CB&Q over her years of service. A close inspection revealed that her structure and carbody are quite sound and her non-powered running gear is in excellent shape. The power truck shows some wear but is in otherwise very good condition, with the electrical condition of the motors unknown. Her Winton 201A engine is intact but unserviceable, and subsequent research revealed that parts are no longer available for a rebuild. Also her generator and steam heat equipment are unuseable. The biggest non-mechanical drawback: she is five miles from the nearest railhead over rural highways.

One of our resident diesel experts, observing that an EMD 567 or 645 power plant simply wouldn't fit into the cramped *Yankee* engine compartment, came up with a GM Detroit Diesel 149 package combined with a small commercial alternator, EMD rectifier banks and new switch gear that would put the little streamliner back into service at 900 h.p. with totally reliable equipment, all of GM manufacture. A small HEP auxiliary could replace the steam heating equipment to power electrical heating and air conditioning units. After years of storage, the interior of the train would need to be redone.

We estimated the price of the project to be that of two to three minutes of prime-time television advertising—and the owner of the train is a tax-exempt non-profit corporation, so GM could probably write off any work

TONY KOESTER



BOSTON & MAINE'S *Flying Yankee*, 6000, is well preserved today at the Edaville Railroad in South Carver, Mass. This near-twin of the *Pioneer Zephyr* retains her basic 1935 appearance.

done on the train as a donation. Given a serviceable *Zephyr*, a significant anniversary and a World's Fair year, any public relations department worthy of the name should be able to come up with all sorts of prime time coverage in addition to newspaper and magazine features. And what a hit the little *"Silver Streak"* would have made at the World's Fair—especially with, say, a nonstop run from LaGrange to New Orleans.

But like most railfan projects, we with the big ideas were not the ones with the money, and the ones with the money, General Motors, were not interested. Electro-Motive Division was just recovering from the worst business slump in its history, and it had already spent most of its promotional budget on the open house for the general Motors 75th Anniversary. To EMD's credit, they were not unaware of the upcoming *Zephyr* anniversary, and they had already sent out feelers to other potential partners in such an undertaking. The Burlington Northern, now gladly out of the passenger business, wanted nothing whatsoever to do with a passenger promotion. Understandable.

We contacted a representative from Budd, who was very interested, and we gave the information we had dug up about the *Flying Yankee* and the name of our contact at Budd to EMD, and the idea made another round through LaGrange management. In the end, however, they were not willing to take on such a project.

Although there were probably other routes to pursue, we concluded that without EMD's enthusiastic support, the whole project would be essentially pointless. Since we had no financial resources to press the matter, we let it drop, a victim of the recession and unfortunate timing.

Art show in Chicago

The Society of Steam Artists of America will have an exhibition of paintings at the Museum of Science & Industry in Chicago from May 26 through September 30, 1984, with a number of well known railfan artists represented. The museum is at 57th and Lake Shore Drive on Chicago's south side and is open weekdays 9:30 a.m. to 4:00 p.m. and weekends 9:30 a.m. to 5:30 p.m. Also visit the *Pioneer Zephyr* there, with a special display for its 50th anniversary.

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In the process of "stripping up" a magazine at the printing plant, it is rather easy for a photo credit line to get "covered up" when the halftone of the photo is taped into the "window" of the page negative. This happened twice in the May issue, for which we apologize. The picture of the C&O 2-10-4 at

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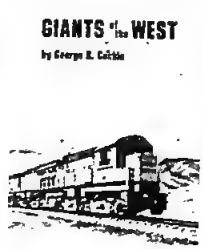

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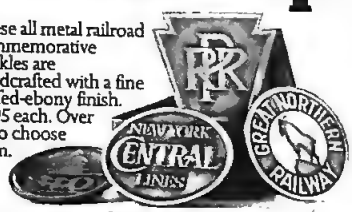

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ANNOUNCEMENTS

SOUTH CARVER, EDAVILLE RAILROAD Railfan Weekend and Collectors Flea Market, June 16 & 17, 1984. Edaville, Rte. 58, 10AM to 5:30PM. Adults $6.00, children $3.00, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 784

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If you don't want to mutilate your magazine, send your order and remittance in a letter.

Fostoria on page 38 was the work of J.J. Young, Jr., while the shot of the MEC's last Mountain Division YR-1 on Willey Brook trestle on page 46 was taken by Ron Johnson. Sorry, guys.

A "geep"?

Bob McClain of Canton, Ohio, sent us a clipping out of *Science '84* showing a hybrid animal developed in England: the geep. The result of embryonic transplants, the geep is part goat and part sheep. Although there is little practical use for such an animal, its creation yielded much scientific knowledge about how the artificial breeding process works. With nothing else for the geep to do, McClain suggests that it might make a good yard goat.

Disaster in Cincinnati

We could handle the abandonment of Cheviot Hill, the Silver Grove roundhouse fire and the neutering of Cincinnati Union Terminal, but on March 18, 1984, we encountered a disaster of unimaginable proportion in Cincinnati. The Cincinnati-area Steak 'n Shakes have replaced Chili-Mac with "Cincinnati-style Chili." You can't get Chili-Mac in Cincinnati! Now I realize that Cincinnatians are hooked on that wretched provincial glop, and I wouldn't mind it sharing the menu with a culinary classic like Chili-Mac—but to *replace* it! That's unthinkable. And I was really looking forward to the NRHS National Convention there this summer; I guess I'll have to commute to Louisville or Indianapolis for lunch.

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KODACHROME PRESTON COOK

IN THE SUNSET of the day and her career, the C&O tug *M.I. Dunn* is viewed from the deck of the brand new *Chessie*, as the latter is escorted into Newport News, Va., on November 22, 1983, upon her arrival from the shipbuilder on Long Island. The EMD-powered *Chessie* and *Seaboard* will replace three of the four FM-powered tugs in shipdocking duties at the coal piers. See page 34 for story.

KODACHROME RICHARD FREY

THE SECOND-TO-LAST RUN over the main line of the Oregon & Northwestern is shown here on March 1, 1984, with Baldwin AS616 No. 4 kicking up the snow on the 51-mile run south from Seneca to the lumber mill and UP interchange at Hines. The last run took place on March 6, and the last UP train departed Burns (Hines) on March 8 before the UP line was flooded out. See page 28 for details.

THE MILWAUKEE ROAD

STEAM IS BACK!

Hiawatha

Ted Xaras: Artist

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